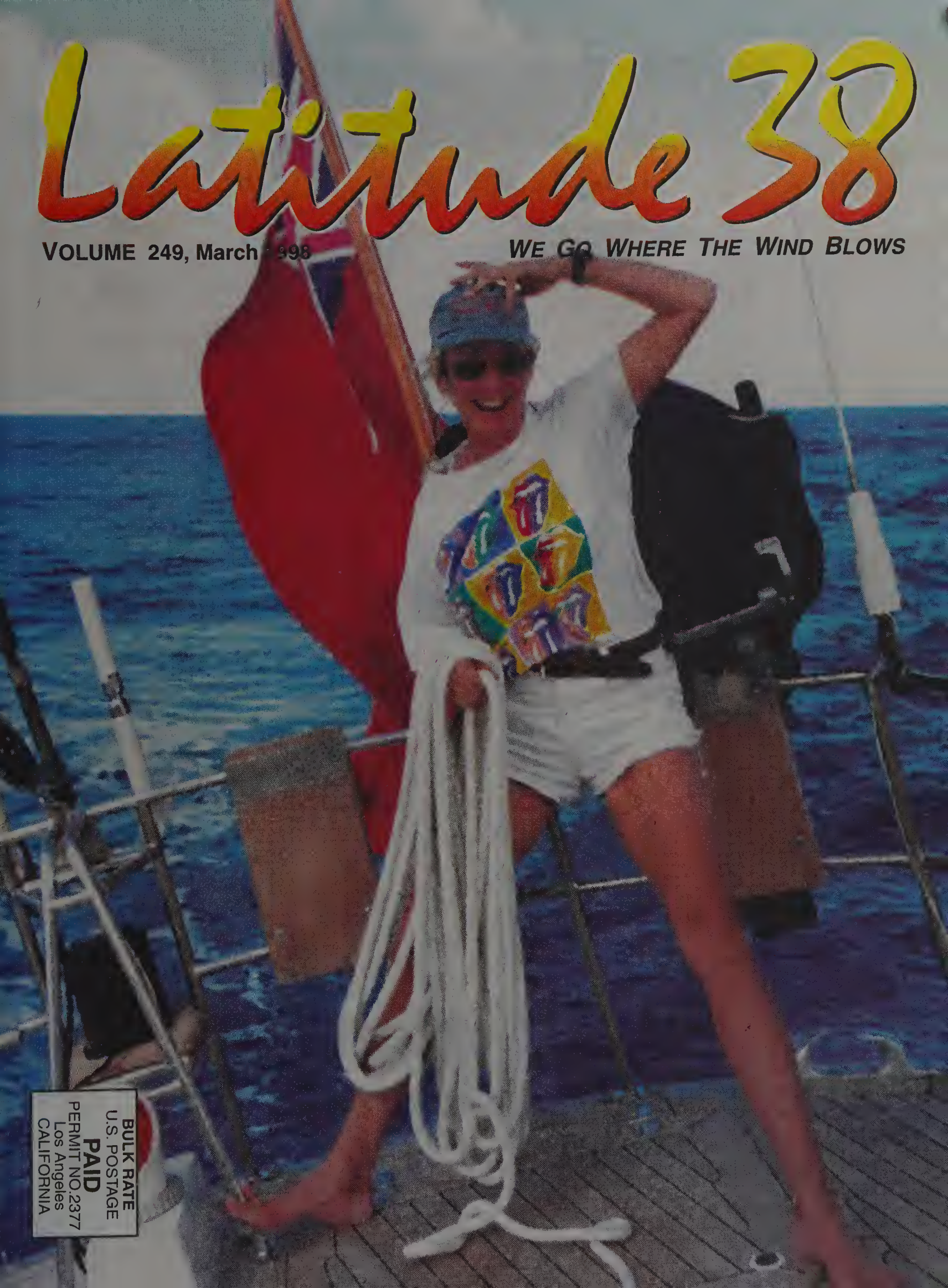


Latitude 38

VOLUME 249, March 1998

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Then, with everyone on the raft just standing around, looking at the sock and then at each other, the inevitable happened: "Let's try it out!"

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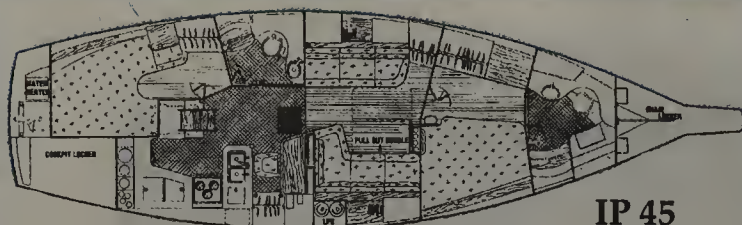
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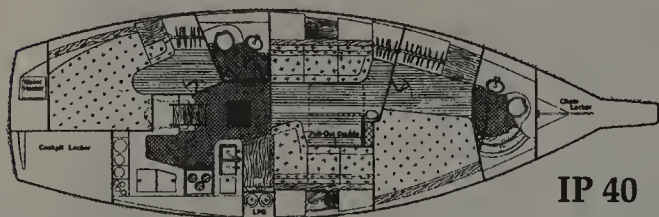
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The Bay Area's Sail

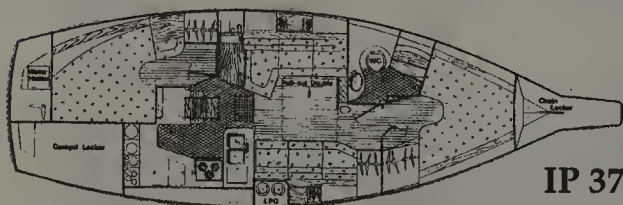
YACHTS DREAMS ARE MADE OF



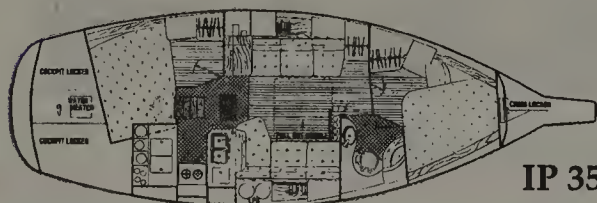
IP 45



IP 40

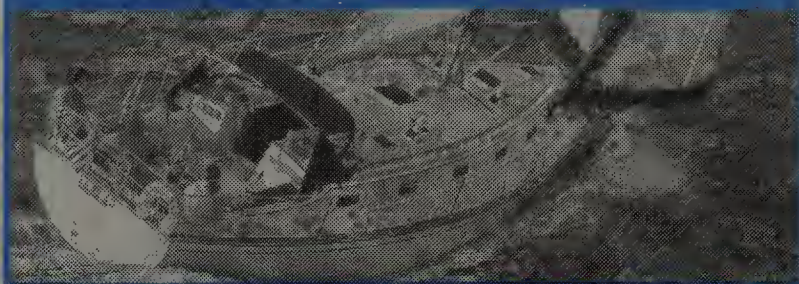


IP 37



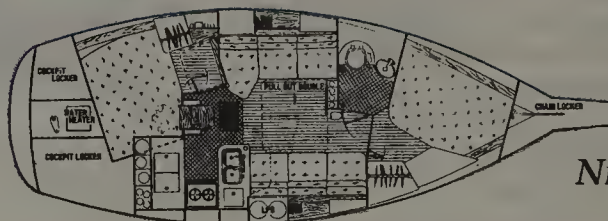
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Premium materials, expert craftsmanship, and vigilant manufacturing resulted in Island Packet being the very first yacht to be awarded *Cruising World's* Best Overall Boat of the Year and Best Value Awards. Island Packets are long renowned for the comfort and liveability of their interiors and the seakindly performance of their hulls. All Island Packets are designed, engineered and built with one thing in mind: the cruising sailor. And Island Packets lead other manufacturers in resale value. So if your dreams are turning you towards the horizon and your standards demand a yacht with a high level of fit and finish, come see the Island Packets.



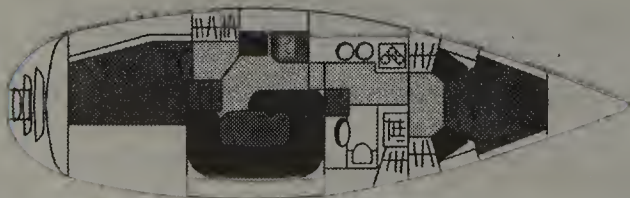
NEW IP 320

Winner 1998 *Cruising World's* Boat of the Year for best midsize cruiser

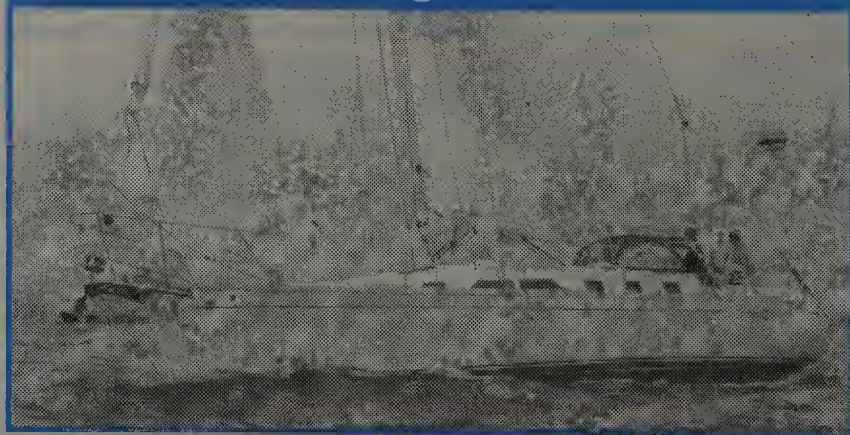
Dehler 41 Deck Salon



Dehler Yachts feature German precision and old world craftsmanship. The 41DS is the most innovative design you've seen in years. The central electric winch station allows all sailing functions without leaving the helm. A perfect yacht for shorthanded sailing in ultimate comfort. Optional inside steering available.



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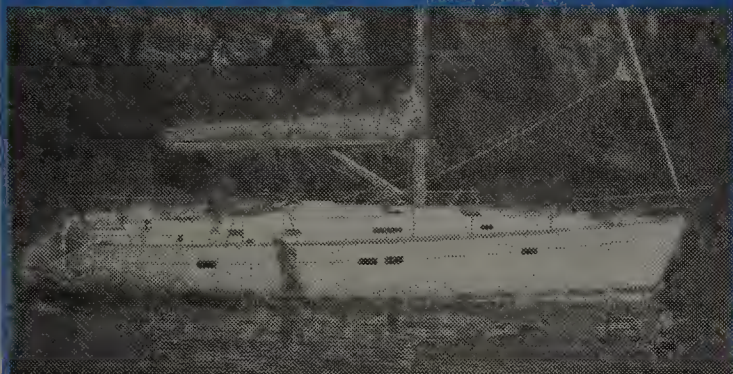


A new Saga 43, hull #16, is being commissioned at our docks for an experienced sailor who is going to take her to Australia. Come see why this Bob Perry design is an ideal passagemaker. Order hull #18 for summer delivery or sail away in our demo yacht today.

boat Headquarters

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Beneteau Oceanis 411

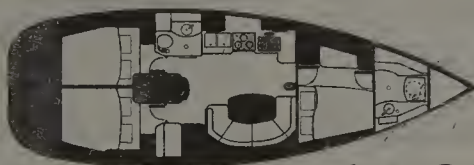


Winner of Cruising World's 1998 BOAT OF THE YEAR AWARD for Full Size, Best Value, Cruiser

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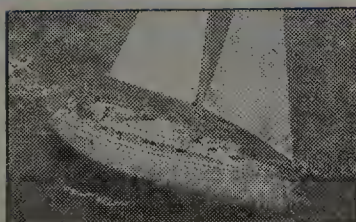
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* 32' BRISTOL	39,000
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* 37' APACHE by S&S, '69	39,500
* 38' BENETEAU, '83	68,000
* 46' CAL 2-46, '74, customized	110,000
50' MOORINGS 500, '90	199,000
62' STEEL 3-Mast Schooner, '96	385,000

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40' BENETEAU OCEANIS 400, '94	170,000
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62' BENETEAU, '93	595,000

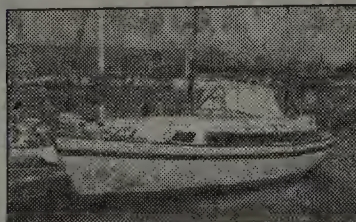
* These boats are located in Richmond



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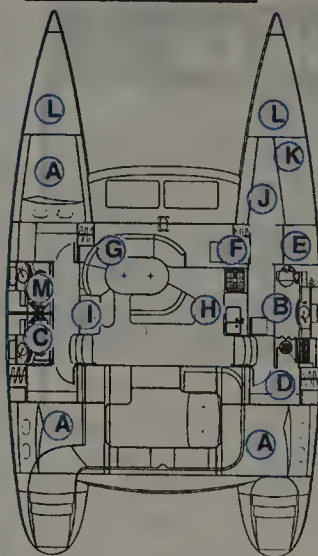
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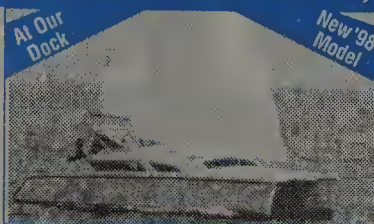
SUPERIOR MOTORING The Lagoon 410's twin diesels give her trawler-yacht speeds. And the widely separated props make her more maneuverable than ANY 41' powerboat.

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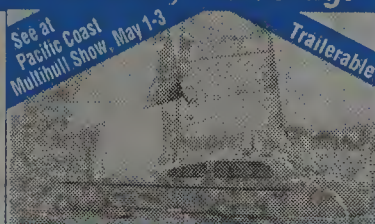
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COVER PHOTO BY Latitude 38/Richard

Darin' Dinah of St. Martin shows the flag for the St. Barth's new Year's Eve Race/parade. Sailing aboard 'Tiana', a Swan 76 that used to belong to Mill Valley screenwriter Sterling Silliphant, she was instrumental in helping the blue ketch finish second, in the process besting such luminaries as 'Endeavor' and 'Adela'

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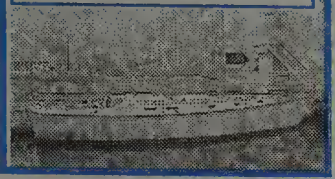
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38 editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

45' EXPLORER



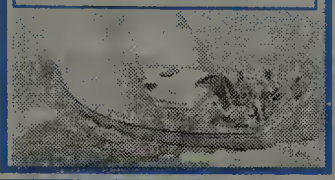
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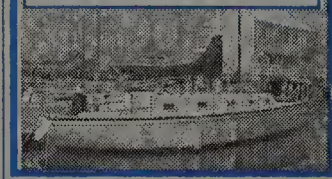
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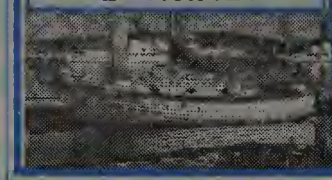
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for smaller boat, TRADES? \$165,000.

40' STEVENS, '82



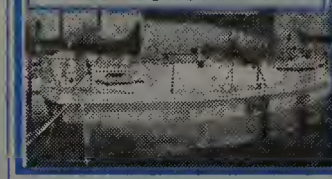
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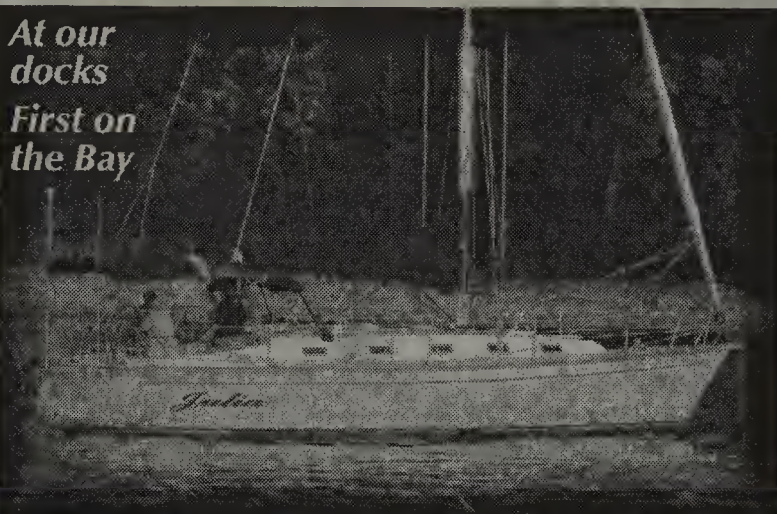
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Publisher/Exec. Editor ... Richard Spindler .. richard@latitude38.com ext. 111

Bookkeeping Helen Nichols ext. 101

General Manager Colleen Levine colleen@latitude38.com ext. 102

Production Christine Weaver . chris@latitude38.com ext. 103

Production Kirstin Kremer kirstin@latitude38.com ext. 104

Production Annle Bates-Winship ext. 104

Advertising Mitch Perkins mitch@latitude38.com ext. 107

Advertising John Arndt john@latitude38.com ext. 108

Senior Editor Rob Moore rob@latitude38.com ext. 109

Managing Editor John Riise johnr@latitude38.com ext. 110

Associate Editor Andy Turpin andy@latitude38.com ext. 112

Directions to our office ext. 212

Classifieds ext. 21

Subscriptions ext. 24

Distribution distribution@latitude38.com ext. 25

Editorial editorial@latitude38.com ext. 26

Other email general@latitude38.com

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15 Locust Avenue, Mill Valley, CA 94941 • (415) 383-8200 Fax: (415) 383-5816

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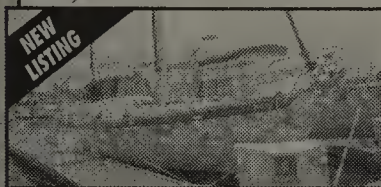
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45' HUNTER, '88

Equipped: radar, SSB, air cond., elec. windlass. Excellent condition. \$125,000.



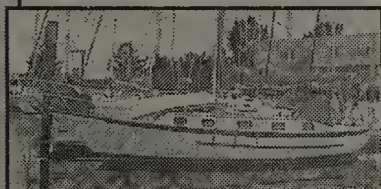
38' CABO RICO, '81

Replacement cost \$350,000. W/M, windvane, SSB, radar, wind/water pump gen, solar, 2 GPS, 2 VHF, CD. \$125,000.



38' ENDEAVOUR, '85

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37' PSC CREALOCK, '79

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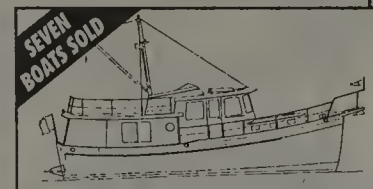
34' O'DAY, '82

Fridge/frzr, hard dodger, Halyard, davits, dinghy, elec. head, elec. windlass, elec. washdown pump, furling. \$35,000.



32' UNION, '84

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35' S&S Design, '59, center cc	35,000
30' ABA, '78	59,000

30' KAUFMAN	Now 25,000
27' CS, '82	Offer/13,000
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49' KA SHING/ALBIN, '82	189,000
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44' MARINE TRADER, '78	87,000
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42' KROGEN Widebody, New	By Appt.

42' KROGEN Walkaround, '87	250,000
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34' LEGACY	CALL
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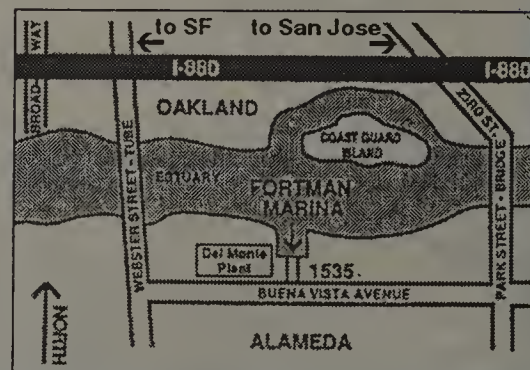
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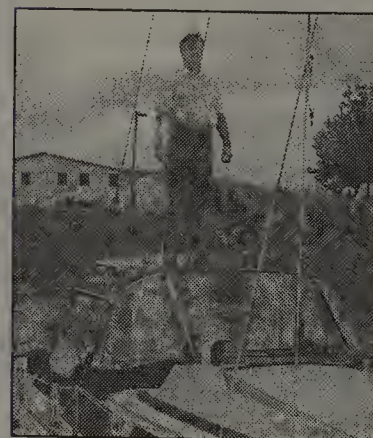
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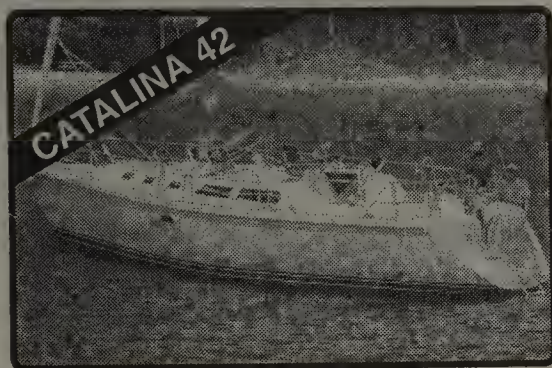
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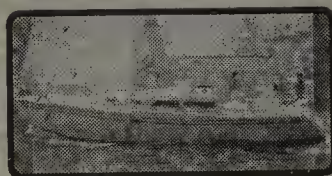


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320	Catalina, 1994	New Listing \$76,500
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30'	Catalina, 1978	\$19,900
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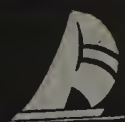
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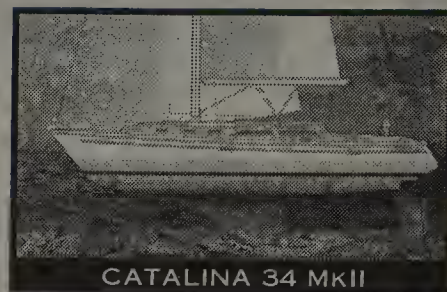
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27' HERRESHOFF	13,000
27' SANTA CRUZ, '77	12,500
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29' C&C, '77	14,900
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30' WILDERNESS, '91	19,500
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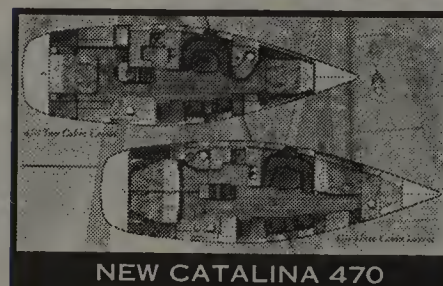
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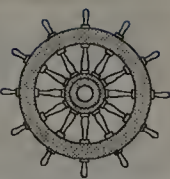


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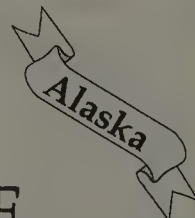


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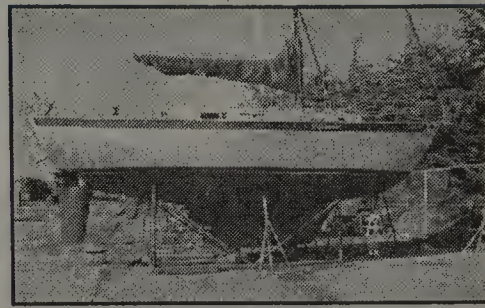
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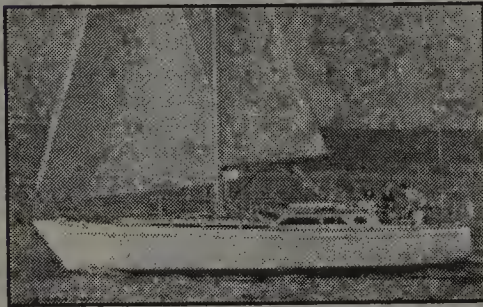
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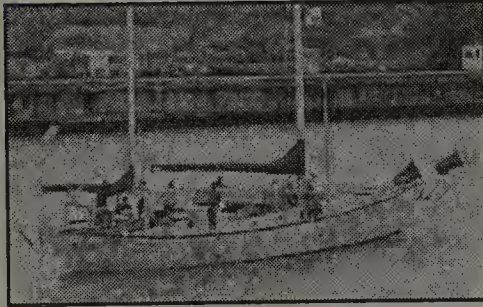
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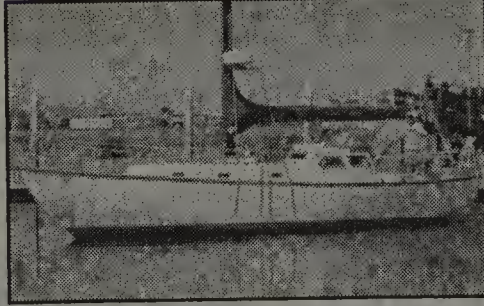
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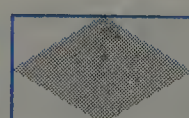
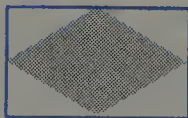
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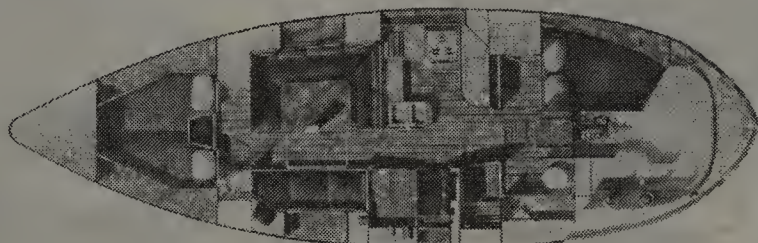
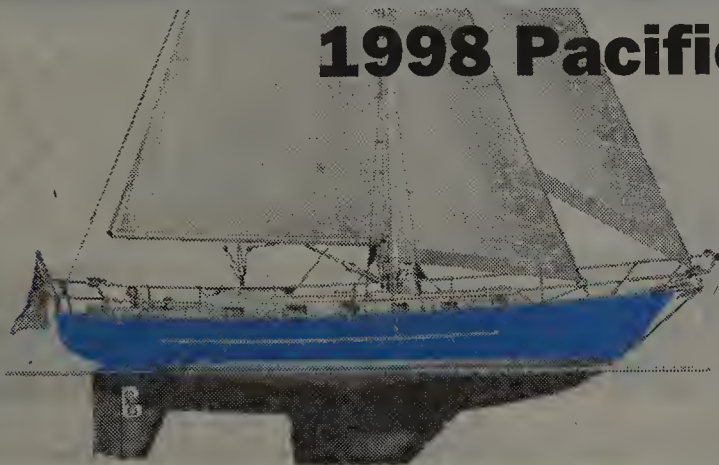
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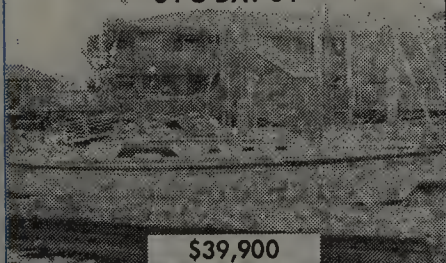
333, 350, 380

1998 Pacific Seacraft 40'



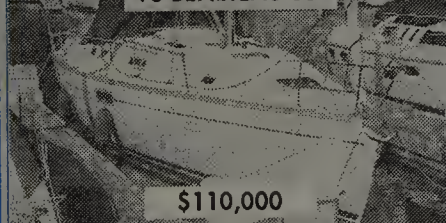
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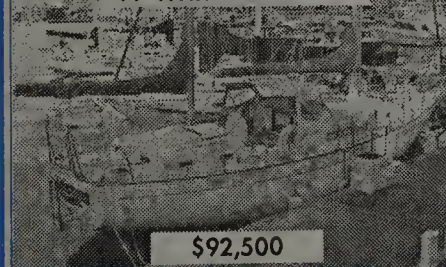
\$110,000

'77/'78 HANS CHRISTIAN 38'



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'77 WHITBY 42' KETCH

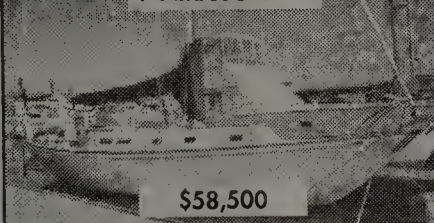


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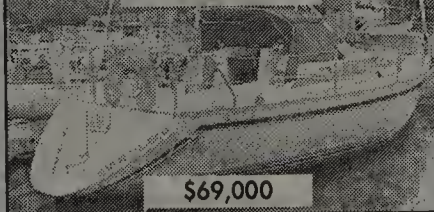
10 am to 4 pm (Weather Permitting)

'74 ERICSON 41'



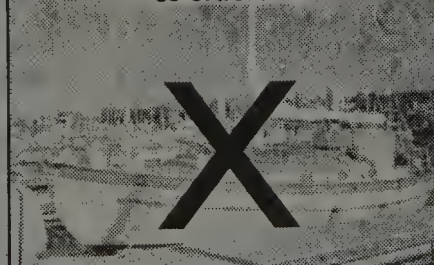
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'88 CS MERLIN 36'



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'85 UNION 36'



X

CT 41 KETCH



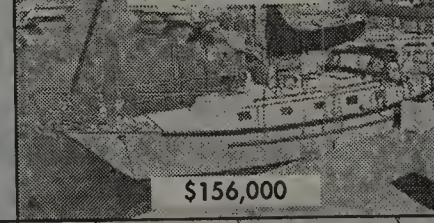
\$70,000

'86 ERICSON 28'



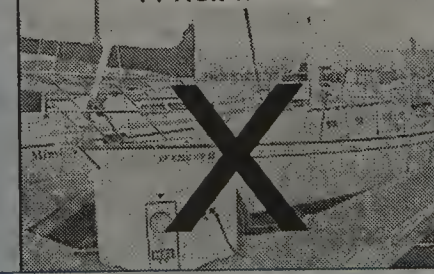
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'92 CREALOCK 37'



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'79 NOR'WEST 33'



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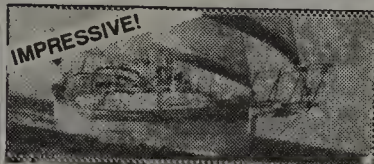
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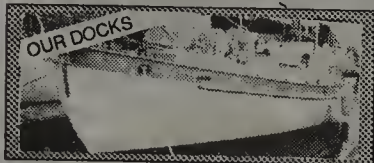
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NEW AND

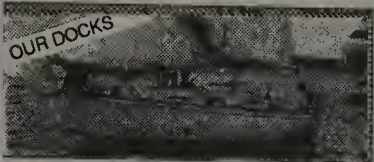
QUALITY RESALE



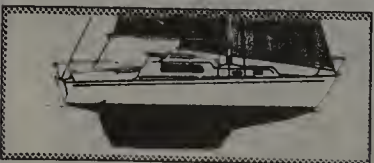
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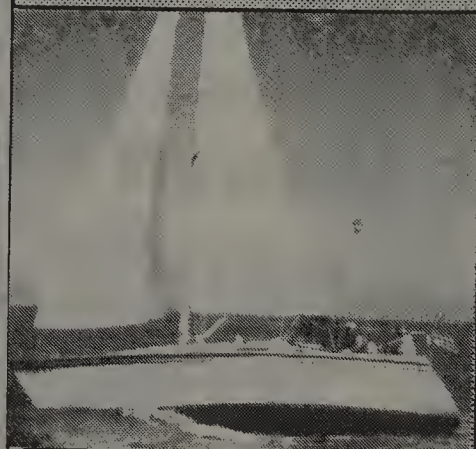
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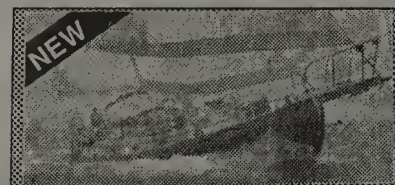
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BRISTOL

Feature Boat



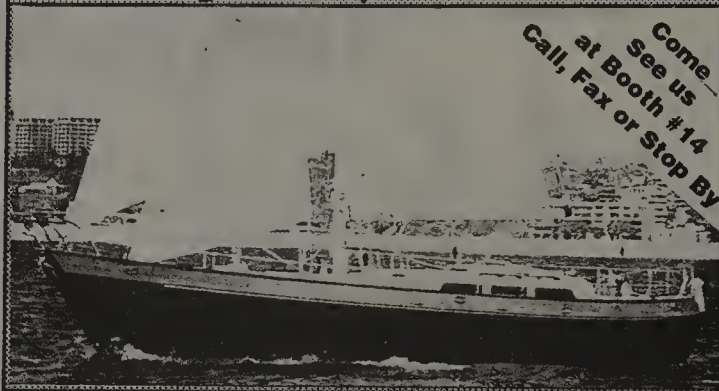
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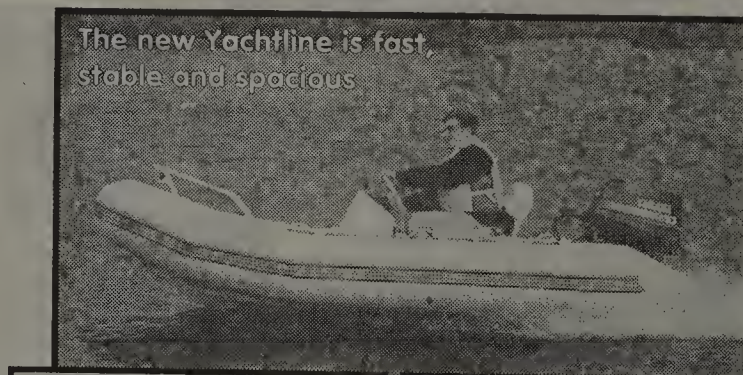
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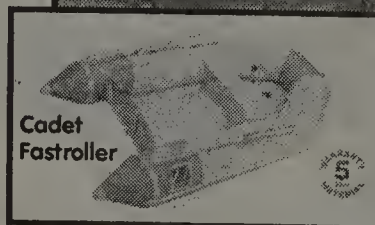
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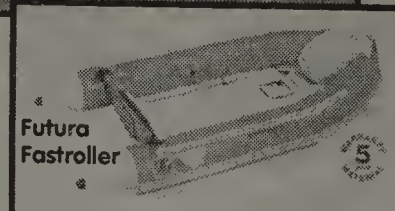
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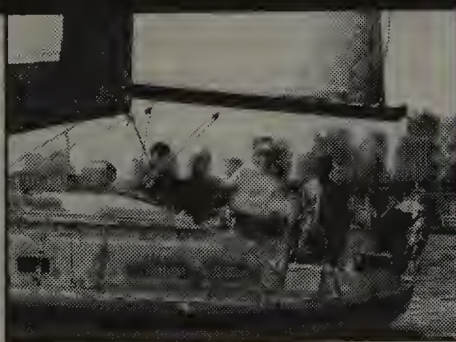
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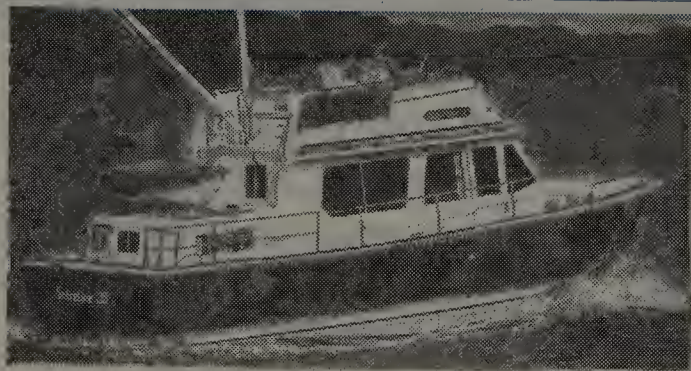
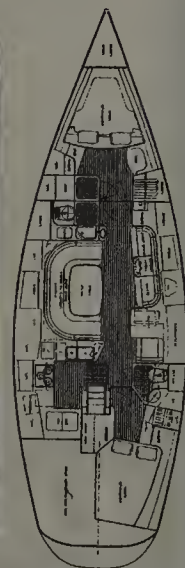
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Specifications

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Beam:	14'1"
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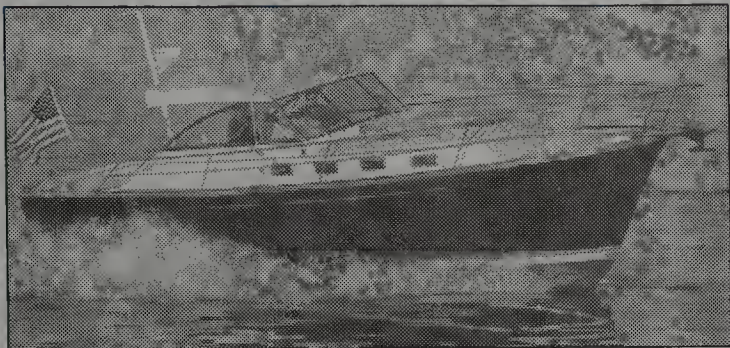
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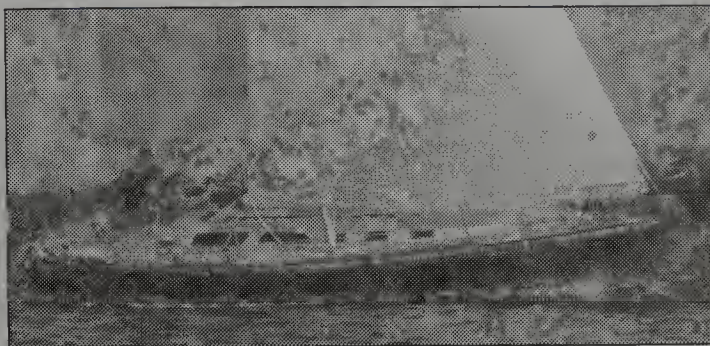
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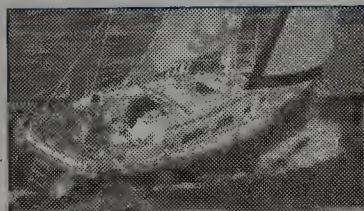
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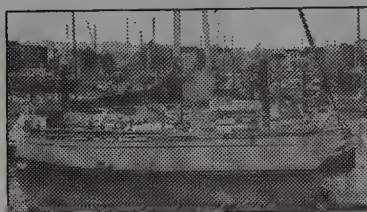
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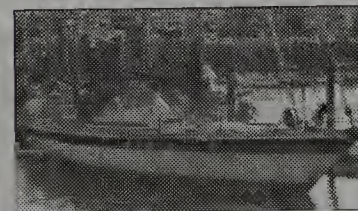
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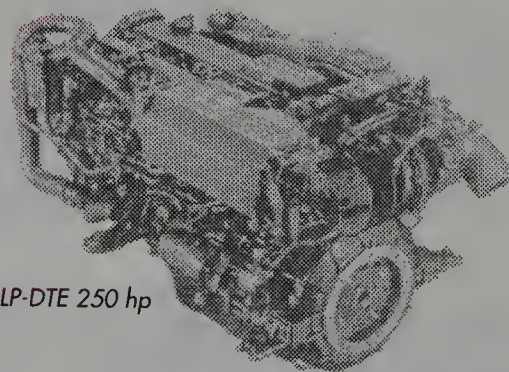
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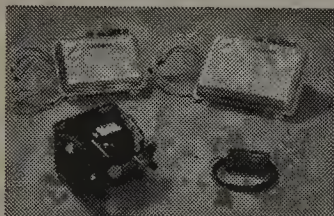
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No. 7869 w/comp **\$329⁹⁵**

No. 7996 w/o comp **\$259⁹⁵**

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Item [G130-15] **\$99⁹⁵**

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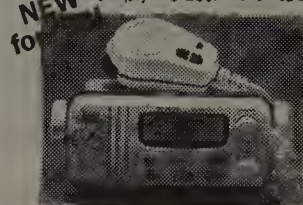
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Item [G153-4] **\$1,895⁰⁰**

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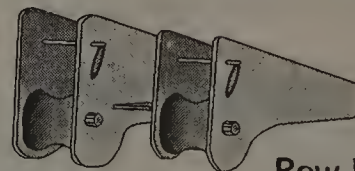
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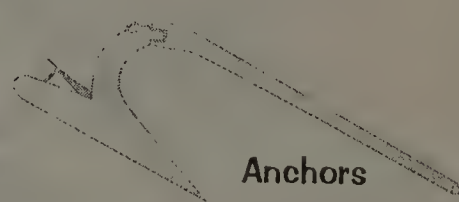
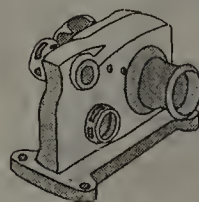
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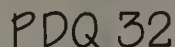
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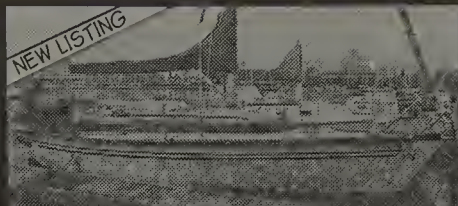
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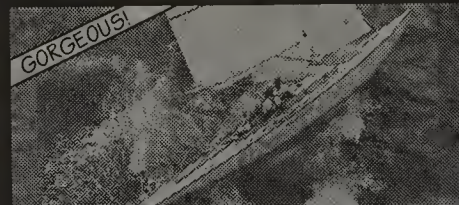
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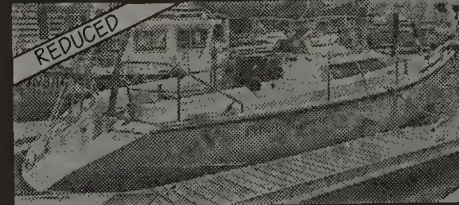
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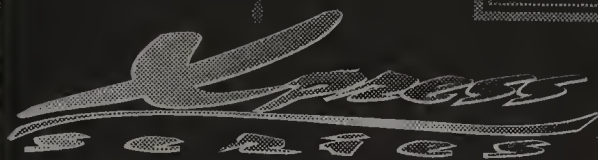


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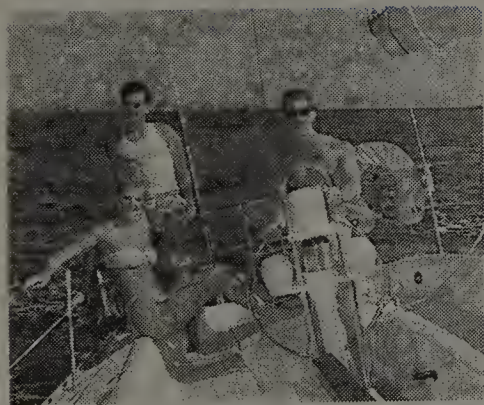
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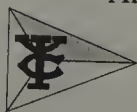
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Mar. 1 — Twelfth Annual Mariners' Sunday at St. Luke Presbyterian Church in San Rafael, 10 a.m. Interdenominational service dedicated to "the recognition of mariners and their significant Christian tradition," featuring the 24-voice Sons of the Sea chorus from StFYC. Ann White, 499-9088.

Mar. 3, 1988 — Ten Years After, from a *Sightings* piece called "The Curse of the *Flying Cloud*":

"When he captured the record from Sandy Hook, NJ, to San Francisco in 1851, Captain Josiah Perkins Creesy of the clipper *Flying Cloud* could not have known the lengths to which men would go over the next 136 years to better it. But he definitely knew what they were in for when they tried. On his 89-day, 21-hour record run — the 229-foot *'Cloud's* maiden voyage, incidentally — he battled repeated ship-busting storms with a mostly green crew, two of whom almost succeeded in scuttling the ship.

"The latest to fall short of breaking 'Perk' Creesy's legendary run is Guy Bernardin. An accomplished singlehander, Guy, a transplanted Frenchman who now makes his home in Newport, RI, left Sandy Hook in January aboard the 60-foot *BNP/Bank of the West*. Both skipper and boat had the stamina and potential to do it — as *Biscuits Lu*, Bernardin raced the boat around the world in the 1986-87 BOC Challenge.

"Indeed, things were going well for the first half of the trip. At Cape Horn, Guy was ten days ahead of *Flying Cloud's* record. It was 250 miles north of the infamous Cape that *'Cloud's* curse struck again. On March 3, at three in the morning, *BNP* became airborne off the back of a huge wave and free-fell into a trough. 'The waves were so gigantic I thought I was falling off a precipice,' said Bernardin. The fall toppled the rig, which in short order poked one or more holes in *BNP's* hull. Guy abandoned the rapidly sinking boat and took to his Avon liferaft.

"His ARGOS transmitter saved his life. The signal was picked up via satellite by the base station in France and a Chilean rescue boat was dispatched immediately. Through a breakdown in communications more than anything else — the Chileans were looking for a dismasted yacht — Bernardin spent 18 hours adrift in the rough, frigid water and 45-knot winds, sustaining a mild case of frostbite to the tips of his fingers. Fortunately, he's on the road to recovery.

"Believe it or not, if memory serves us right, Bernardin is the fifth sailor to lose a boat trying for this record in the last ten or so years. California's Mike Kane lost a multihull in 1983, and Briton's Chay Blyth has lost *three* boats in as many attempts.

"And Creesy's record still stands."

Mar. 7-8 — Club Nautique's annual open house and in-the-water charter boat show: Saturday in Alameda, Sunday in Sausalito. Free sailboat rides at each location! Info, (510) 865-4700 (Alameda), or 332-8001 (Sausalito).

Mar. 8 — SBRA/RYC's Sail a Small Boat Day, an opportunity to test-sail a dozen or so dinghies off the docks at Richmond YC. 11 a.m. to 4 p.m. SBRA, (510) 526-7272.

Mar. 11 — SSS TransPac Seminar #7: "Search & Rescue, EPIRBs, and Emergency Gear." 7:30 p.m. at the Oakland YC; free. Terry McKelvey, (510) 527-9433.

Mar. 12 — Full moon.

Mar. 14 — Master Mariner's Annual Spring Potluck. Jeff Stokes, (510) 953-7096.

Mar. 14 — Booksigning: Shirlee and Gary Sassenberry, authors of *Stargazer's Diary*, will be at Svenden's Boat Works between 10 a.m. and 2 p.m. Info, (510) 521-8454.

Mar. 14 — Islander 36 Association Spring Meeting at San Francisco YC. Tim Koester, (510) 521-4452.

Mar. 15 — Beware the Tides of March.

Mar. 17 — Free seven-week USCG Auxiliary 'Sailing and



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North Beach Marine Canvas - Canvas, Interiors	543-1887
South Beach Yacht Club - New Members Welcome	495-2295
Pier 40 Roastery & Cafe - Open Daily 7:00 am	495-3815

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Encinal/Santa Barbara Coastal Cup

D. Albrand

June 27, 1998

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Encinal Yacht Club & Santa Barbara Yacht Club

For information, call Rob Moore at 510-530-0460

CALENDAR

Seamanship' course begins, continuing on Tuesday and Thursday at 7:30 p.m. at the Sausalito Cruising Club. Paul, 389-8754.

Mar. 17 — USCGA Basic Sailing and Powerboat safety classes begin. 14 lessons, Tuesdays and Thursdays, 7:30-9:30 p.m. on Yerba Buena Island. \$30 fee includes textbooks. Kay, 399-3411.

Mar. 17 — St. Patrick's Day.

Mar. 17 — SF Bay Oceanic Crew Group meeting, featuring a speaker from the Bar Pilot Association. Ft. Mason Center, Building C, Room 210; 7 p.m.; free. Info, 979-4866.

Mar. 20 — First day of spring! *El Niño* banished.

Mar. 21 — Ocean Crew Party, 5 to 8:30 p.m. at Golden Gate YC. Potential skippers and crew are invited to OYRA's annual season kick-off party. Betty Lessley, 892-6534.

Mar. 21-22 — 6th Annual Northern California Women's Sailing Seminar at Island YC. Two days of seminars and on-the-water sessions, 7:30 a.m. to 5:30 p.m. Dawn Chesney, (510) 881-5422.

Mar. 30 — McCormick & Kuleto's 6th Annual Oyster Shuck & Swallow Charity Event, benefitting *America True's* Youth Program. All the wine and oysters you can power down! \$20 donation; 4-7 p.m. in Ghirardelli Square. Kim, 929-8374.

Apr. 3-5 — Santa Rosa Boat, RV & Sport Show at the Sonoma County Fairgrounds. Info, (510) 934-1580.

Apr. 4 — Encinal YC's Nautical Flea Market, 8 a.m. to 3 p.m. Vendor spaces \$15; food available. Info, (510) 522-3272.

Apr. 4-5 — All-Catalina Gathering at Angel Island, hosted by Catalina 34 fleet #1. Bill Eddy, (510) 820-7370.

Apr. 5 — Daylight Savings Time starts. Hallelujah!

Apr. 5 — Bring Your Own Boat Workshop, an SSS gathering at Marina Bay in Richmond, 10 a.m. to 3 p.m. Seminars and hands-on demos for those preparing for the SSS TransPac (or any other solo ocean races). Terry McKelvey, (510) 527-9433.

Apr. 7 & 9 — *Latitude 38* Crew List parties, first at Encinal YC, then at Corinthian YC. See the Crew List article in this issue for more, or call us at (415) 383-8200.

Apr. 11 — West Marine Pacific Cup Preparation Seminar #2, covering provisioning, clothing, tactics, weather, medicine, shipping and more. \$10 fee includes lunch. Encinal YC, 9 a.m. to 5 p.m. Chuck Cunningham, (408) 425-8804.

Apr. 11 — Flea Market at the Sausalito West Marine. \$10 for sellers, free for buyers. 8 a.m. to 2 p.m. Richard, 332-0202.

Apr. 12 — Easter Sunday.

Apr. 19 — Race Committee Training Seminar at Sequoia YC led by Lloyd Ritchey, (408) 280-5021.

Apr. 23-27 — Pacific Sail Expo at Jack London Square, back by popular demand. Info, (800) 817-SAIL.

Apr. 26 — Opening Day on the Bay.

Racing

Feb. 28-Mar. 4 — MEXORC, a week of buoy racing and partying in sunny Puerto Vallarta. San Diego YC, (619) 221-8400.

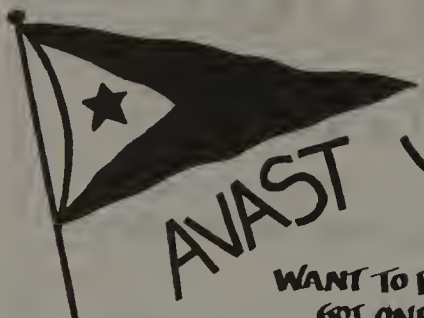
Mar. 1 — Champion of Champions Race for class winners of the BYC/MYCO midwinters, with trophies awarded at 5 p.m. for the whole series. Bobbi Tosse, (510) 939-9885.

Mar. 6-8 — Schock Regatta for Santana 20s, Schock 35s, Wavelength 24s, Lido 14s and anything else ever built by the WD Schock Company. Newport Harbor YC, (714) 277-3377.

Mar. 7-8 — Spring One Design Regatta, signalling the beginning of the '98 racing season. Invited classes are the Newport 30s, Express 37s, Olson 30s, Santana 35s, J/105s, J/35s and J/29s. StFYC, 563-6363.

Mar. 7 & 14 — Kurt Zane Memorial Race for Catalina 30s and 34s. Three non-spinnaker races hosted by the Island YC. John Jacobs, 292-6499.

Mar. 10-14 — 34th Congressional Cup in Catalina 37s, fea-



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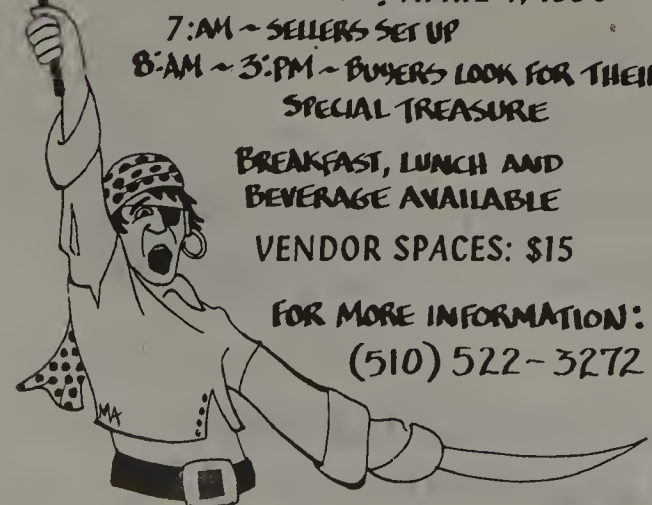
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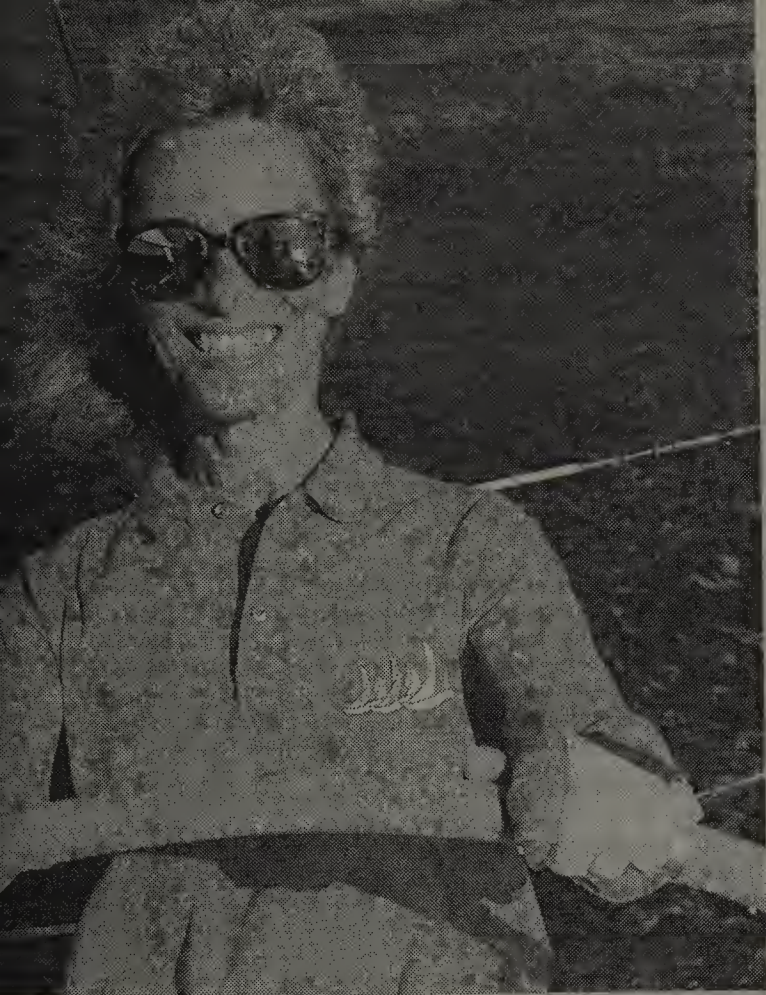
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CALENDAR

turing an "undetermined" amount of prize money for the first time. The line-up this year includes Francesco de Anglis (ITA), Scott Dickson (USA), Magnus Holmberg (SWE), Peter Holmberg (USVI), Terry Hutchinson (USA), Andrei Nikolaev (Russia), Luc Pillot (FRA), Andy Green (UK), Markus Weiser (GER) and Neville Wittey (AUS). Long Beach YC, (562) 598-9401.

Mar. 14 — Whitbread Race, Leg VI: 4,750 miles from São Sebastiao to Ft. Lauderdale. Go *EF Language*, go!

Mar. 14-15 — Big Daddy Regatta for PHRF boats rating 168 and under. Not cheap (\$1.75/foot entry fee), but almost always fun. RYC, (510) 237-2821.

Mar. 14-15 — Spring Dinghy Regatta for 505s, International 14s, Snipes, Lasers, Laser IIs, Finns, Euros and maybe 49ers. StFYC, 563-6363.

Mar. 20-22 — Inaugural GMC Yukon/*Sailing World* NOOD Regatta, hosted by San Diego YC. Any 'offshore' one design class over 20 feet that fields six or more boats is invited. (401) 847-1588.

Mar. 21 — SSS Singlehanded Farallones, a local rite of passage. Paul Miller, 924-0767.

Mar. 21 — Rites of Spring Race, a shorthanded romp around the Central/South Bay. OYC, (510) 522-6868.

Mar. 21-22 — Spring Keel Regatta for Etchells, Melgi, 11:Metres, Express 27s, J/24s and Moore 24s. StFYC, 563-6363.

Mar. 28 — OYRA/GGYC Spring Ocean Course, a shorthanded race for boats over 35 feet that doesn't count in the season scoring. YRA, 771-9500.

Mar. 28-29 — San Francisco Cup: St. Francis YC vs. San Francisco YC in Express 37s again. StFYC, 563-6363.

Mar. 28-29 — Berkeley YC's 26th Annual Wheeler Memorial Regatta. Two days, three races in the 'deep waters' of the Central Bay. Bobbi Tosse, (510) 939-9885.

Mar. 29 — SC 27 Match Races. SCYC, (408) 425-Q690.

Apr. 4 — OYRA/StFYC Lightship Race, the first crewed ocean race of the season. Remember, mandatory PFDs. YRA, 771-9500.

Apr. 4 — 18th Annual Doublehanded Lightship Race, benefiting Cerebral Palsy of the East Bay. "We had the date first!" claims host Island YC. Glen Krawiec, (510) 339-9451.

Apr. 4 — Pacific Singlehanded Sailing Association's 630-mile Marina del Rey to Guadalupe Race. Frank Ross, (310) 336-6919.

Apr. 4-5 — Collegiate Regatta at StFYC, 563-6363.

Apr. 4-5 — Encinal YC Spring Tune-Up Invitational: practice races, lectures and on-the-water instruction for Moore 24s, Olson 25s, Merit 25s, J/24s and Columbia 5.5s. Steve Rienhart, 441-5960.

Apr. 4-5 — Citibank Spring Cup at Pier 39, a biannual 11:Metre dash for cash. Matt Gunderson, 705-5421.

Apr. 5 — 3rd Annual Cutty Sark Race, hosted by Benicia YC. Noble Griswold, (707) 645-5050.

Apr. 5 — Spring SCORE #1. Santa Cruz YC, (408) 425-0690.

Apr. 11 — Commodore's Challenge, two races for mid-sized PHRF, all piloted by current commodores and crewed by their clubmembers. EYC, (510) 522-3272.

Apr. 18 — 45th Annual Bullship Race, starting later than usual this year (9:30 a.m.). Duncan Carter, (510) 945-6223.

Apr. 18 — Doublehanded Farallones. BAMA; Peter Hogg, 332-5073.

Apr. 18 — Spring One Design #1 for Moore 24s, SC 27s and Tuna 22s. Santa Cruz YC, (408) 425-0690.

Apr. 18-19 — Resin Regatta. SFYC, 435-9133.

Apr. 18-19 — Camellia Cup, kicking off the still mythical Northern California Summer Lake Circuit. Folsom Lake YC; Craig Lee, (916) 939-9114.

Apr. 24 — 51st Annual Newport-Ensenada International Yacht Race. NOSA, (714) 435-9553.



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Race Week 98

April 18, 1998

Clear Lake Monster

A race from Konocti Bay to Lakeport and return, followed by a "*Red Tail Ale*" reception at the Konocti Bay Sailing Club (race headquarters).

April 24, 1998

The Konocti Triangle

Buoy Racing off Konocti Harbor Resort

April 25, 1998

Konocti Cup & Half Cup

A 26 mile race (shortened course for Half Cup) over the southern portion of Clear Lake, followed by "*Guenoc*" wine tasting.

Awards Brunch • Sunday April 26, 1998

For more information, call (707) 277-7245

<http://www.lake.org/sailclub/index.htm>

CUTTY SARK RACE

Live Music
All Weekend

Win a
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Sunday, April 5 at noon

Benicia Yacht Club and Hiram-Walker & Sons are sponsoring the Third Annual Cutty Sark Race.

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Entry Deadline April 3

Call Patrick at (707) 745-2733 (events)

Bob at (707) 746-1983 (racing)

Barbeque • Beverages • Dancing • Parade
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Celebrate Opening Day on the Strait!

J/120

New Owner Profile

Steve & Pam Madeira are taking delivery of J/120 #80



Owners: Steve & Pam Madeira

Background: Steve grew up sailing with his family on the coast of Maine aboard a family Hinkley 41 and IOD. He spent summers on the East Coast sailing many classes including J/24s, Solings, Cape Cod Mercuries and others. Prior to the J/120 Steve and Pam owned a Farr 37 and a Frers 38 which they sailed on Long Island Sound.

Why a J/120? "With a young family - my older daughter is three and the younger one will turn one in May - it was important to have a boat that was easily sailed shorthanded. The J/120 is designed to be comfortably handled by 2-3 people, which means that with just a little help we can sail with just our family. Like myself, my eldest daughter has sailed since she was just two weeks old. Last year she sailed as a regular crew member in the Thursday evening beer cans. The J/120 is ideal for the kids, and Kacie, the three-year-old, is already asking when we'll be boating.

"The J/120 is also versatile. The opportunity to do some PHRF and one design racing is important. One design is really where it's at and with more than 25 J/120s on the West Coast it is the only boat in this size range that makes this possible. I did quite a bit of daysailing and buoy racing on the East Coast and look forward to doing the same here on the Bay. Hopefully down the road we'll be able to take the boat to Southern California to race with the fleet down there, and also I'd like to get the boat up to the Northwest for Whidbey Island Race Week.

"Basically the boat's versatility with comfortable accommodations below and easy shorthanded sailing ability will be terrific for the family. It also has great performance and opportunity for competitive one design and PHRF racing."

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CALENDAR

Apr. 25 — Konocti Cup, a 26-miler on Clear Lake. Konocti Bay SC, (707) 277-7245.

Apr. 25 — 35th Año Nuevo Race, hosted by Monterey Peninsula YC; Ray Ward, (408) 659-2401.

Apr. 25-26 — Laser NorCal Open. SCYC, (408) 425-0690.

Apr. 26-May 2 — Antigua Race Week. Info, (268) 462-8872.

May 2-3 — Vallejo Race. Closer than you think — start lining up crew now! YRA, 771-9500.

Remaining Midwinter Races

ALAMEDA YC — Estuary Midwinters: 3/8. ML Higgins, (510) 748-0289.

BERKELEY YC — Chowder Races: Almost every Sunday until 4/5. Paul Kamen, (510) 540-7968.

ENCINAL YC — Jack Frost Series: 3/21. EYC, (510) 522-3272.

GOLDEN GATE YC — Seaweed Soup Perpetual: 3/7. GGYC, 346-BOAT.

LAKE MERRITT SC — Edna Robinson Memorial Midwinters: 3/8. Duncan Carter, (510) 945-6223.

OAKLAND YC — Brunch Series: 3/1. Fred Joyce, (510) 522-4320 or OYC, (510) 522-6868.

RICHMOND YC — Small Boat Midwinters: 3/7. RYC, (510) 237-2821.

SANTA CRUZ YC — Midwinters: 3/22. SCYC, (408) 425-0690.

SAUSALITO CC — Midwinters: 3/28. Deborah Leanos, 499-9676.

SAUSALITO YC — Midwinters: 3/1. Ernie Lacey, 331-8203.

SOUTH BAY YRA — Winter Series: 3/21. Mike Dixon, (510) 635-5878.

SOUTH BEACH YC — 'IAOTIO' Series, every Saturday until 3/28. Free! Kirk Kelsen, 440-7800 (work).

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at editorial@latitude38.com. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

March Weekend Currents

date/day	slack	max	slack	max
2/28Sat	0225	0506/4.3E	0832	1127/3.9F
	1432	1726/4.8E	2100	2356/4.0F
3/01Sun	0306	0554/4.4E	0927	1221/3.7F
	1530	1816/4.1E	2147	
3/07Sat		0004/1.9E	0309	0605/2.3F
	0843	1207/3.9E	1602	1918/3.4F
3/08Sun	2215			
		0117/2.1E	0408	0706/2.6F
3/14Sat	0942	1308/4.1E	1653	2006/3.6F
	2303			
3/15Sun	0157	0436/3.5E	0813	1102/3.1F
	1408	1652/3.7E	2032	2320/3.0F
3/21Sat	0227	0512/3.6E	0850	1140/2.9F
	1449	1731/3.3E	2101	2353/2.7F
3/22Sun	0110	0400/1.6F	0647	1008/3.4E
	1420	1720/2.4F	2045	2251/1.7E
3/28Sat	0225	0507/1.8F	0756	1110/3.7E
	1518	1821/2.9F	2139	2353/2.1E
3/29Sun	0106	0355/4.9E	0726	1023/4.5F
	1333	1619/4.7E	1949	2242/4.2F
3/29Sun	0145	0441/5.1E	0816	1113/4.4F
	1427	1707/4.3E	2033	2325/3.9F

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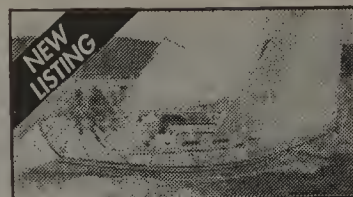
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SANTANA 35

Breakout

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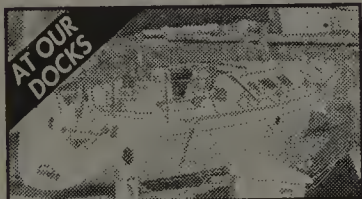
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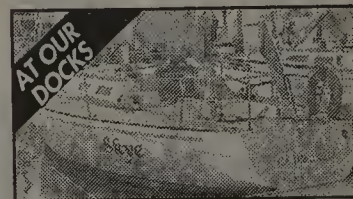
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This performance cruiser offers exciting sailing and a luxurious 2-cabin interior designed by Philippe Starck. A capable, dual purpose boat. Two at \$104,000.

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J/35

Skye is a 1988 J/35 that has been raced very little. She is a 'new style' model. New listing. At our docks. \$72,000.

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40' Custom Wylie, '77, <i>Lois Lane</i>	55,000
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38' Beneteau 38s5, '91, <i>Giggleswick</i> .	104,000
37' Express hull #13, '85, <i>Secret of NIMH</i>	
.....	74,500

36' Islander, '72, <i>Juggernaut</i>	39,900
35' J/35 hull #195, '88, <i>Skye</i>	72,000
35' Oyster SJ Hustler, '88, <i>Cabaret</i>	44,900
35' Santana, '80, <i>Breakout</i>	34,000
33' J/33, '90, <i>Trigger</i> *	49,000
30' Olson, '89, 911S, <i>Lycea</i>	39,000

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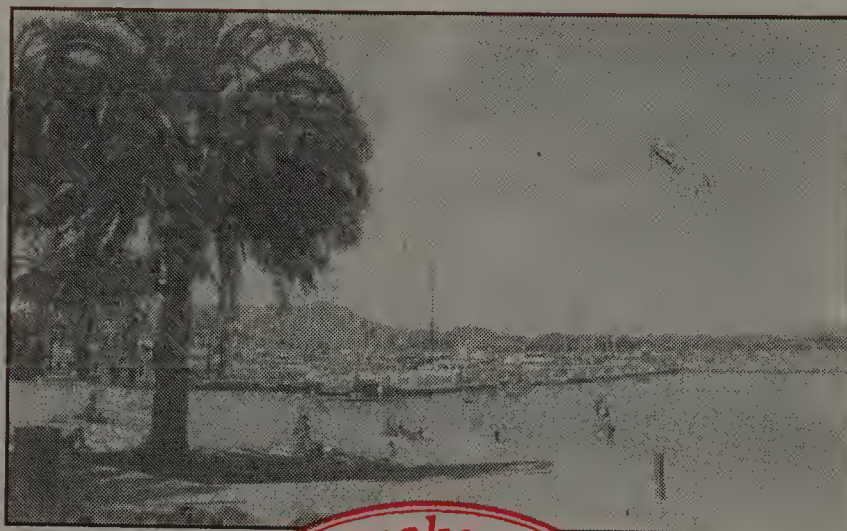
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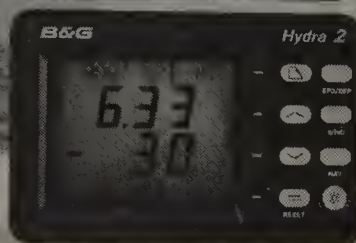
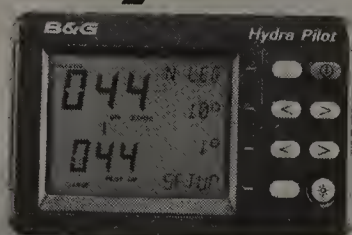
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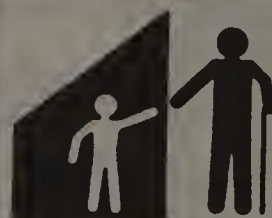
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SELDÉN

LETTERS

↑↓A MASKED MAN WITH A MACHETE ASKING FOR MONEY

After reading so much in *Latitude* about Zihuatanejo, my wife and I flew down for a week's vacation before this past Christmas. We met several cruising couples at Noemi's, and had a great time. Just one problem: we got robbed.

It happened after we took a cab about 10 miles north to Playa Troncones. While walking on the beach, a masked man with a machete appeared out of the bushes yelling "Money! Money!" My wife gave him the cash from her fanny pack. He then grabbed our boat bag and ran off into the bushes. Although we only lost about \$500 worth of cash, a VHF handheld and some other miscellaneous stuff, the robbery scared the hell out of us. Before returning home, we made out a police report.

We're now wondering how stupid we were for walking on a beach away from other people. As a result of the robbery, my wife is afraid to return to Mexico — which puts a dent in our cruising dreams. Do you have any advice or words of encouragement? I don't want to give up walking beaches or traveling Mexico because of this incident.

All the locals we met were great — except for the one guy waving the machete.

Joe and Sally Seitz
(between boats)
Golden, CO

Joe & Sally — All things considered, we believe Mexico is quite safe. We base this on having been there about 25 times on boats, and having never been robbed or threatened. We also base it on the fact that we seldom receive reports of such crimes against cruisers.

On the other hand, it would be foolish to think Mexico is crime-free or to ignore past incidents. In the last 20 years, we know of at least two cruisers who were murdered and two more who disappeared. One murder victim was aboard his boat with his wife in Turtle Bay about 12 years ago. The second murder victim was stabbed to death in a Mazatlan motel room about a year ago. And about 10 years ago a couple never returned to their boat after heading into the marijuana country behind San Blas. In the same 20 year period, there have been at least three cases of shrimp boats chasing and deliberately ramming cruising boats. And we're certain there's been a slew of robberies. But again, not enough to keep cruisers away from Mexico.

The fact that we Americans typically have so much material wealth compared to Mexicans is itself a source of crime. But there are obvious things you can do to lessen the chances that you'll be a victim. First off, don't be conspicuous about your relative wealth. If you wear the veteran cruiser's attire of worn shorts and a T-shirt, you don't make an attractive target. Second, avoid dangerous situations — which can include everything from certain parts of town, certain parts of the countryside, and even some deserted beaches. It also means not drinking in authentic cantinas and avoiding people who use or are looking for drugs. Finally, there is indeed safety in numbers, whether it be through buddy-boating or going out on the town with several couples. Of course, these are the same precautions you would take in the United States or any other part of the world.

In conclusion, we don't worry about crime when we get to Mexico because we're alert to potentially dangerous situations, because we usually do things with small groups, and because we think Mexico is a relatively safe country.

P.S. We just received word from La Paz that the cruising fleet has been shaken by the robbery of the vessel *Our Pleasure*. She had been left unattended at Ensenada Grande while her skipper and crew took the dinghy to dive with the seals at nearby La Lobera. Ensenada Grande is about 25 miles north of La Paz.

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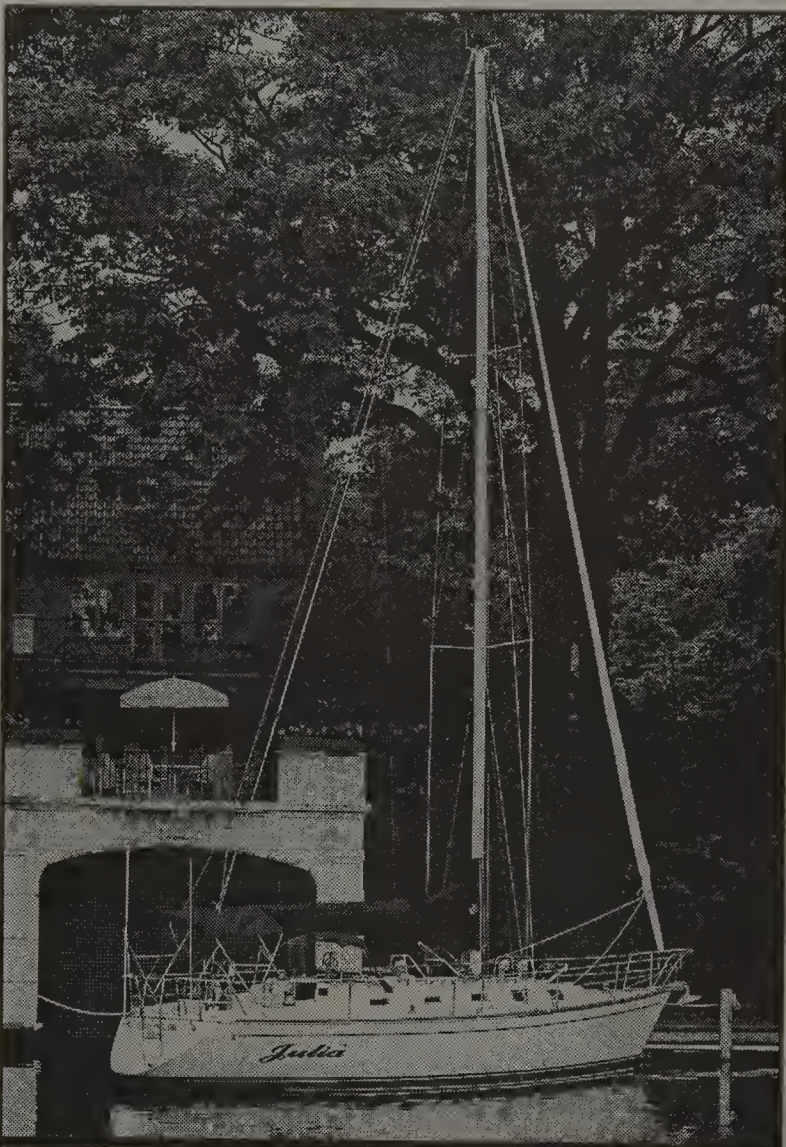
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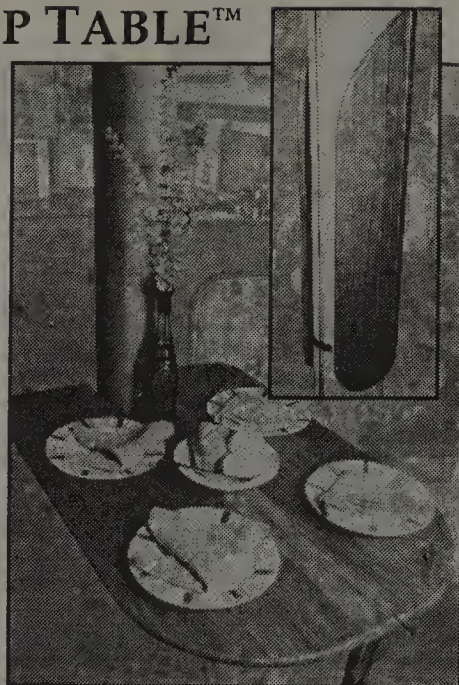
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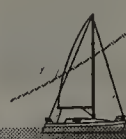
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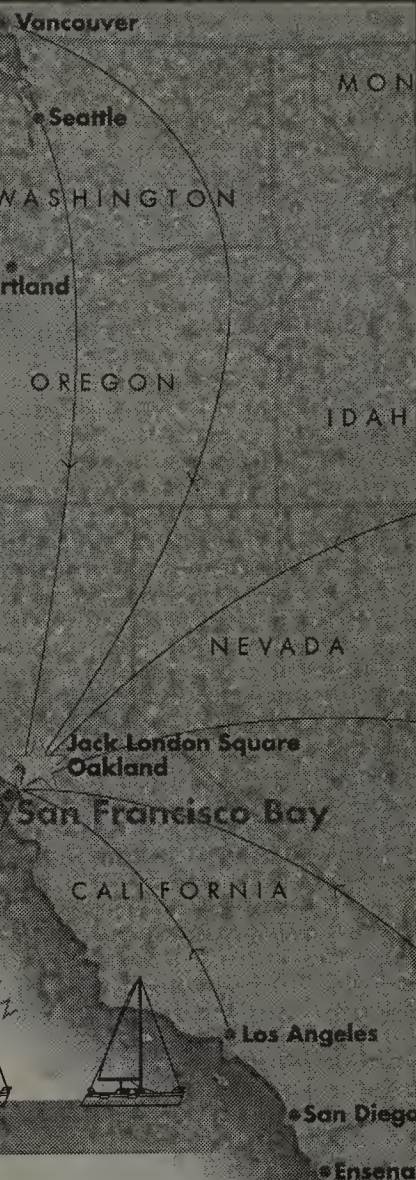
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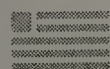
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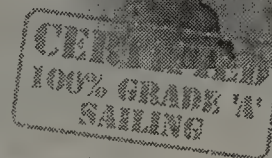
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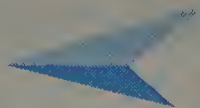
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LETTERS

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↑↓ **WHOSE CANAL IS IT, ANYWAY?**

We built the Panama Canal, so we own it. And, yes, we paid for it, too!

Under the auspices of our former leader Jimmy Carter, and under the pressure of our big U.S. bankers, a deal was made to give Panama some income so they could pay back the huge loans they had received from the bankers.

Like so many rotten little Third World countries, the leadership in Panama rubbed their hands with glee — and promptly figured out a way to skim off even more money for themselves. So now they are about to raise the rates for yachtsmen to unconscionable levels.

The very idea of giving away the Canal was just plain stupid. We can well imagine that the Canal will not be maintained at a proper level, and that Panama may well holler for more aid. I think we should rescind the treaty with Panama and continue to run the thing as we have for 83 years. As for the bankers, let them figure out a way to be repaid — but not at the expense of us taxpayers.

Bery Brooks
Circe VI
Rohnert Park

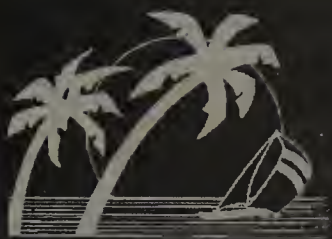
Bery — It's mostly true to say the United States "built" the Canal — but not entirely. We may have financed it, our engineers might have come up with one of the world's great engineering designs, and our supervisors might have capably overseen the labor — but it was overwhelmingly 'third worlders' who did the manual labor. While this third world country certainly wouldn't have been able to build the Canal without America, we probably couldn't have built it without their help, either.

And while the United States might have built most of the Canal, it's certain that we "built" all of the Republic of Panama. As anyone who has read *The Path Between Two Seas* knows, Teddy Roosevelt and the U.S. Congress created Panama out of what had been an isolated and sparsely-populated corner of Colombia. Why? Because the Colombians were driving too hard a bargain for canal rights.

With the full support of the U.S. government, a bunch of local stooges declared Panama a sovereign republic on November 3, 1903. Just 15 days later — before the pathetic Colombian Navy had a chance to send in troops — the U.S. signed a treaty with a flunky Panamanian ambassador (who was actually French) — to buy Canal rights "in perpetuity" for \$10 million and \$250,000 a year. Panamanian leaders travelled to Washington to discover the fait accompli, but were powerless to do anything about it.

In fairness to our government, the deal we cut was far better than any other country would have given either Colombia or Panama. In 1921, for example, we paid Colombia \$25 million for having allowed the U.S. puppets to take the land to create Panama. And in 1936, we signed a new treaty that gave Panama a much bigger cut of the Canal action. Furthermore, the Canal has not only been good for the world, it's been very good for Panamanians. They have a literacy rate of 88% — far higher than any other country in the region — and probably the U.S., too — and the life expectancy is over 75 years. It wouldn't be that way without the Canal.

You have to admire Jimmy Carter as an individual, but it's hard for an idealist to ride herd over a nasty and violent world. We — and many people in Panama — think Carter made a terrible mistake giving the Canal away. But he wasn't necessarily holding all the aces. He had to dicker with General Omar Torrijos, who had taken Panama over in a military coup and whipped the

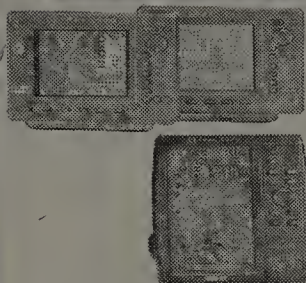


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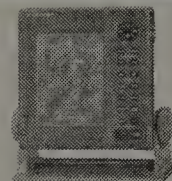
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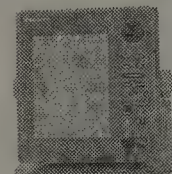
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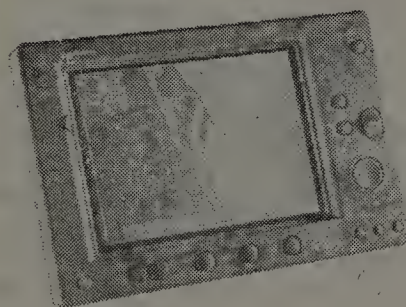


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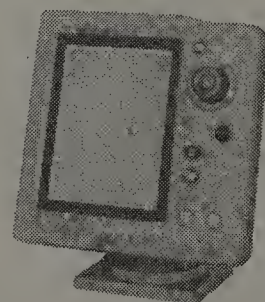


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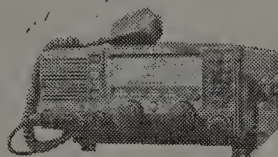
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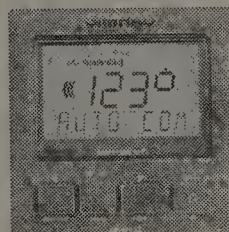
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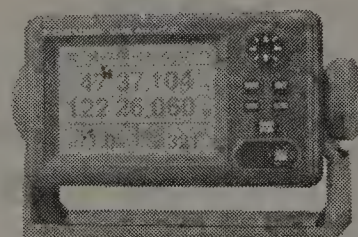
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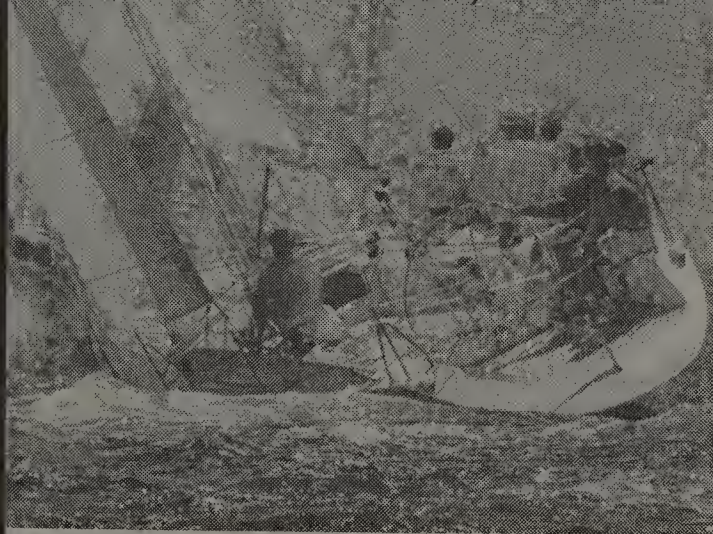
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Congressional Cup, Long Beach Yacht Club, 1996. Photo by Geri Conser.

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LETTERS

population into a nationalistic frenzy. Had Carter not given away the Canal, blood was going to spill. Of course, there's a good chance that it will still spill before the end of the millennium.

↑↓WE'RE NOT FOOLS

Yes, *Latitude* is correct: Japan is in effect buying support from poor Caribbean countries to obtain their votes to lift the moratorium on whaling. But it's the International Whaling Commission (IWC), not the United Nations, which sets the rules on whaling.

An article in the *L.A. Times* (12/9/97) explained that it is no coincidence that Dominica, St. Lucia, Grenada, Antigua and Barbuda, and St. Vincent and the Grenadines — which have received over \$77 million from Japan — all voted at the last IWC meeting for a resolution allowing Japan to kill 50 Minke whales a year. That resolution was barely defeated by a vote of 16 to 12.

The commissioners from these small island/countries stayed in luxury hotels for a week at the November IWC meeting in Monaco. "We're not fools," said one of the IWC officials. "We know the Japanese pay for these people's membership fee [in the IWC], for their hotel bills — even for the limousines they drive around in." This according to the *Times* report.

Incidentally, the IWC voted for a worldwide ban on commercial whaling in 1986, but, using a legal loophole, Japan and Norway have continued whaling under the guise of 'scientific purposes'. Japan kills over 500 Minke whales a year, and last year Japanese fishermen captured five orcas at Taiji which were then sold to marine parks. My attempt on the singlehanded sailing record to Japan last year was dedicated to saving the 'Taiji Five'. Unfortunately, two of the orcas have died — a pregnant female which had miscarried, and a two-year-old baby.

Further note: Other than two sightings a few days after her capsizing, there have been no reports of *Nai'a*, my 36-ft trimaran which capsized 250 miles short of Tokyo. When I was rescued, she was floating upside-down, high on the crossbeams. Will she reappear again somewhere like Peter Hogg's *Aotea*?

Michael Reppy
Nai'a Project

↑↓FISHING FOR LOBSTERS WITH BLEACH

I was shocked to read in the February issue that Bob Goldstein's method of catching lobsters was to stun them with a 50% bleach solution. How could someone be so foolish — and then stupid enough to brag to the world in print about their environmental terrorism? He should rename his boat *The Saddam Hussein Mariner*.

Bleach is a powerful oxidizer that destroys living tissue on contact. Goldstein's claim that the solution only stuns the lobsters long enough so he can sort the males from the females is bull! Even the ones he returns to the sea will die a painful death.

What does Goldstein do for a living, captain oil tankers for Exxon?

Van Taiariol
Northern California

Van — It's come to our attention that the letter you refer to was one person's idea of a prank. It would have been a better joke, except for the fact that someone's probably going to try it. After all, a few people are crazy enough to do stuff like that. Heck, the next thing you know someone will suggest that a second canal be 'dug' using nuclear bombs.

↑↓BUILDING A SECOND CANAL SHOULD BE A BLAST!

It's unfortunate that it looks like the cost of a small boat transit of the Panama Canal is going to jump to \$1,500. How-

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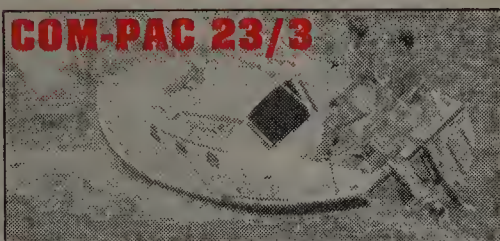


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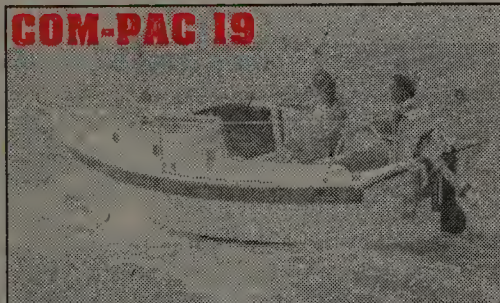
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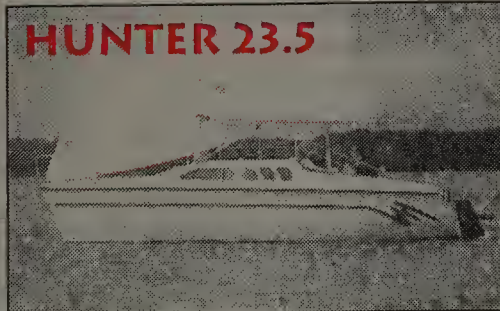
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LETTERS

ever, if the reality is that increasing commercial traffic is going to necessitate additional construction to augment the present canal, or even the building of a second canal, it might create enough basis for consideration of costs relative to small vessels.

Many years ago, when the Cold War was still going on, protection of the existing canal was considered important — to the extent that an alternative canal was envisioned. An engineering analysis was actually undertaken, and it was determined that a second canal would cut through Nicaragua.

Cross sections and preliminary construction data appeared in *Engineering News Record*, a monthly civil engineering magazine. The second would be blasted using shaped nuclear charges, which would create a molten wall for most of the pipe. A one-day operation would take care of about 90% of the work. The balance would be completed in about two years using standard futuristic technology.

Bill Robertson
Tou Kou Rou
La Paz

Bill — As many people already know, the original canal was supposed to have been across Nicaragua, and would have made great use of Lake Nicaragua. And were it not for the last-minute political shenanigans of a senator from Alabama, we'd indeed be talking about raising the rates of the Nicaraguan Canal.

But that didn't happen. As it is, you might find a lot of people — Nicaraguans, in particular — who might feel a little squeamish about the concept of "standard futuristic technology" being employed to create a second canal. There might even be one or two odd-ball Nicaraguans who wouldn't be crazy about the use of "shaped nuclear weapons" either.

If the truth be known, using the Canal to get small boats between the Pacific and the Caribbean is a poor use of resources. See Sightings for a suggestion on how it might be done cheaper and more efficiently.

↑↓ LACK OF COMMON SENSE THAT WE'RE FAMOUS FOR

I'm writing in response to the reply you gave to F.G. Knudsen, who asked if there wasn't a French doctor who crossed the ocean drinking sea water. The man he's referring to is Dr. Alain Bombard. I suggest that before you display your ignorant, pompous, illiteracy (sic) again, you check out *The Bombard Story* that was published in 1953. That you didn't displays a callous disregard for human life. It might even be your life.

In addition to doing a grievous disservice to your readers by letting them believe they can't drink sea water, you have once again displayed the pitiful lack of common sense that Americans are famous for throughout the world!!

The fact is that Dr. Bombard crossed the Atlantic from Morocco to Barbados in 82 days. He drifted in a rubber boat named *L'Heretique*, going with the tradewinds and eating only one meal in all the time afloat. He took a well-planned survival kit and used it to survive off the bounty of the sea, including plankton, fish, and fish sauce. He did not survive exclusively on seawater, but he did drink it!

If you would only think about all the salt we eat in our daily lives: bacon, potato chips, soy sauce, salt cod, ham and so forth, maybe you'd have second thoughts. Ask the Bombard inflatable boat company where they got their name. Do a little research next time!

Robert Allan
Surrey, BC

Robert — Mr. Knudsen asked if someone had "crossed the Atlantic westward from Spain drinking nothing but ocean wa-



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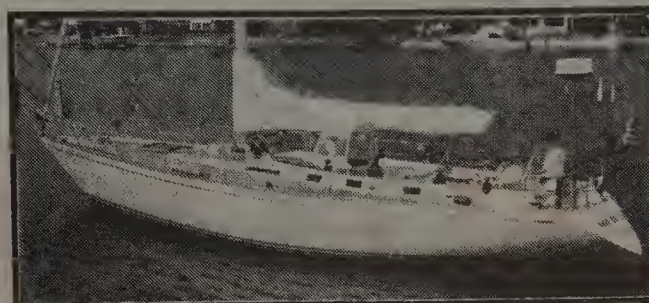
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SWAN 47 ZEPHYR (1979): Just back on the market after an extensive refit, which included a major refurbishment of the teak decks. All seams were recaulked, fasteners replaced, and worn wood was renewed. In addition to the deck work, the bottom was painted, as were the cove, cabin, and boot stripes, all December '97. With only 75 hours on the '93 Perkins 4-154 diesel, plus fresh leather upholstery, updated B&G Hydra instruments, immaculate interior and exterior condition, the boat is ready to cruise. San Diego, **\$235,000.**



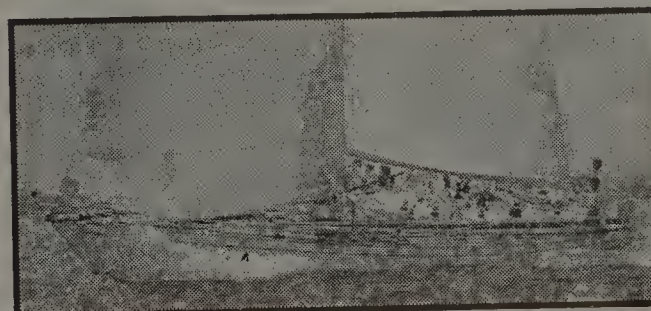
SWAN 391 (1984): Offered by original owner, who is buying a larger Swan. Used for local family cruising and some racing. Since new, it has been continuously upgraded with sails and electronics, including SSB, GPS and weatherfax. San Diego, **\$139,000.**



SWAN 53 Extended Transom (1987): Anxious for sale by owner taking delivery of larger boat. Scheel keel, furling mast, & electric winches make this a perfect one-couple cruiser. Professionally maintained, just hauled for bottom paint. In immaculate condition. Newport Beach, **\$540,000.**



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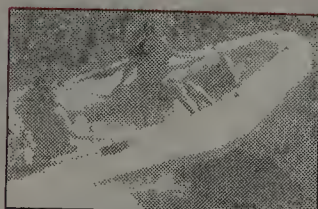
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ter". The fascinating theories of Dr. Bombard as well as his courageous trip notwithstanding, the answer is that nobody has made such a trip and it's extremely unlikely that anybody ever could. Had crossing the Atlantic drinking only sea water and fish juice been Bombard's goal, he came up about 2,000 miles and 40-some days short. As Aristotle once pointed out, one fine day doesn't mean it's spring.

While Bombard reports drinking seawater and fish juice at the beginning of his trip, it was not something he outright recommended — as you seem to suggest. He said only a small amount could be consumed, under certain conditions, and for a limited time. Many experts still consider it to be absolutely the worst thing you could do.

Be that as it may, Bombard and his trip are most interesting — which is why we plan to write a feature story about him in an upcoming issue.

↑↓MANY DISAGREE ABOUT DRINKING SEAWATER

Contrary to your negative answer to Frederick Knudsen's inquiry about a French doctor having possibly drank salt water to survive while on a long transatlantic trip, it really did happen. It was Dr. Alain Bombard who did it aboard the rubber inflatable *L'Heretique* in 1951, and you can find reference to it in Richard Henderson's book *Singlehanded Sailing*.

Bombard made the crossing without food or water to prove that man can live off the sea itself. Certain French survival authorities endorsed Bombard's theories, but many British and Americans disagree — and are adamant that a castaway should never drink seawater under any circumstance. Bombard never claimed that seawater could entirely replace fresh water, but rather argued that very small amounts could be drunk to augment fresh water or on a temporary basis replace it entirely.

And yes, Frederick Knudsen, you did read about it somewhere. As I recall, Bombard was ultimately found not far from Bermuda; he was alive, well, and thirsty.

Mark Anderson
Stormbird
Ventura Harbor

Mark — Bombard drifted ashore at Barbados, having already declined several invitations to be picked up after more than two months at sea. He was indeed alive and he was not thirsty — but at the time his lack of thirst had little if anything to do with drinking seawater.

↑↓HE HAD COURAGE

In *Survivor*, by Michael Green Wald, there is an account of Dr. Alain Bombard's experiences and theories regarding ocean survival. Chapter 2, *The Will To Survive*, recounts the story of Dr. Bombard's 66 day crossing from the Canary Islands to Barbados in a small raft. He survived on a diet of plankton, fish, saltwater, and whatever rainwater he could get. While his theories are controversial, he certainly had the courage of his convictions.

Bill Waters
Alameda

Bill — Bombard certainly did have courage in his convictions. And after the first third of his voyage, he had plenty of freshwater, too: "It would really be too much if I drowned in fresh water," Bombard wrote one day, "but that is what is going to happen if this downpour goes on. I have enough water for a month." Indeed, he had water for much longer than that.

↑↓HE WASN'T FRENCH

Re: Frederick G. Knudsen's letter in the February issue about

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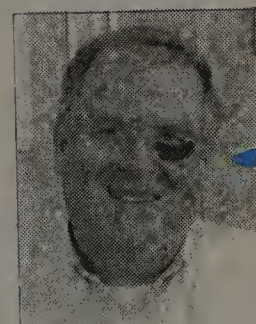
- ✓ Navigation lights
- ✓ Fire extinguishers & flares/dates
- ✓ Life lines & stanchions
- ✓ Horn

SAIL

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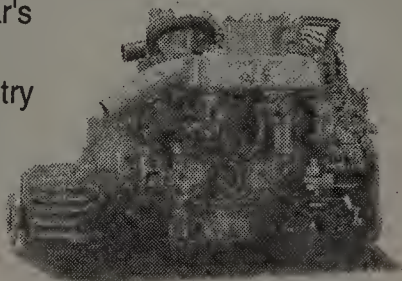
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LETTERS

the French doctor who crossed the Atlantic westward drinking nothing but seawater. He wasn't French, but a German physician named Dr. Hannes Lindemann. He chronicled his two epic voyages in his book *Alone At Sea*.

In the early 1950's Dr. Lindemann was employed in one of the Firestone Tire and Rubber Company clinics in Spanish West Africa. While in Morocco, he met Frenchman Dr. Alain Bombard, an inflatable boat designer who had studied the problems of survival at sea. In his book, Lindemann states:

"One of his [Bombard's] most firmly-held convictions was that it was possible for a castaway to survive by drinking saltwater. I was convinced that acceptance of such advice might easily endanger the life of the castaway, that the human body is not capable of surviving the rigors of exposure and the dangers of dehydration without recourse to fresh water. I felt challenged both as a doctor and a sailor to put his theory to the test myself . . . I intended to find out and, therefore, planned to drink one pint [of seawater] every day. I knew that any amount beyond that would damage my kidneys. I carried canned milk and fruit juices with me knowing I would also have to drink other liquids or my kidneys would be unable to excrete the high percentage of salt."

Lindemann's first trip was in a dugout canoe from Liberia to Haiti. The trip took four months. His second trip, a year later, was in a Klepper-type Folkboat and also lasted four months. Dr. Lindemann was a survivalist, and he put up with great personal deprivation on his two voyages. While he did drink some saltwater during his voyages, it was diluted with other liquids.

Mike Trueman
San Ramon

Mike — When Lindemann met Dr. Alain Bombard — in the Canary Islands, if our memories serve us correctly — the French doctor was about a third of the way through his inflatable trip from Monaco to Barbados. Lindemann made his two trips after Bombard's. While the brand name Bombard later appeared on inflatables, he didn't design the one used on his voyage.

↑↑ABSOLUTELY NOT

With regard to the letter on drinking seawater, the sailor in question was Dr. Hannes Lindemann, a German, who made two voyages from the Virgin Islands. One was in a dugout canoe and the other in a folding boat. One of Lindemann's goals was to determine whether drinking saltwater was all right as a survival tactic. His conclusion? Absolutely not! His book detailing these two voyages is *Alone at Sea*, published in 1958.

Loran Mebine
Machree
Corinthian YC

↑↑HE DRANK A BIG GLASS OF SEAWATER EVERY DAY

Re: Mr. Knudsen's son accused of being a liar because he said a man drifted across the Atlantic while drinking seawater.

The event Knudsen's son was referring to was a voyage that a French doctor named Bombard — the same as the inflatables — took during the '50s or early '60s. He crossed the Atlantic in a small inflatable type boat to prove that one could live off the sea. He carried no water, but rather drank a big glass of seawater every day and lived off juicy morsels that he would pick out of seaweed. If I remember correctly, he did carry some fruit juice.

Michael Kary
Beyond
Pittsburg

Michael — While Bombard did eat a little bit of plankton, most

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LETTERS

of the time he dined on what we now call sushi. And there was no shortage of it. Bombard reports that the only liquids he ingested during the first part of his voyage were small amounts of seawater and the fresh water he squeezed from the chunks of fish. From then on, however, he drank rainwater which came down in frequent torrents.

NO MORE THAN A PINT A DAY

I believe that Mr. Knudsen's son was thinking of Dr. Alain Bombard, a French doctor who crossed the Atlantic in an inflatable dinghy without food or water to prove it could be done.

Bombard is referred to and quoted in *Single Handed Sailing*, second edition, by Richard Henderson, in the chapter on handling emergencies. Bombard does not condone drinking salt water, but does state that it can have a very limited value in maintaining hydration as well as replenishing salt lost through perspiration — if done following certain guidelines.

A good deal of warnings follow Bombard's claims, but the general consensus is that salt water can be consumed provided that: 1) it's only in limited amounts — less than a pint a day — to augment an ample fresh water supply; 2) salt intake should not exceed a person's 'normal amount'; and 3) sea water should never be taken when a person is already dehydrated. Even advocates of drinking sea water say it should not be done for more than five days.

Keith Godfrey
Planet Earth

Keith — You've pretty much got it. As mentioned earlier, we plan to run a feature on Bombard in a coming issue.

TORNADO RESISTANT TEAK

Bill Bodle's February letter about teak was very informative. With *El Niño* upon us, we need all the tornado resistant teak we can get. Where can I find some?

J.B. Gill
San Diego

J.B. — We'll tell you as soon as you can locate a spell checker program that doesn't replace 'teredo' with 'tornado' when our backs are turned.

ARE YACHTS REQUIRED TO LEAVE BEFORE DECEMBER?

Can anyone at *Latitude* verify the following statement in Jimmy Cornell's *World Cruising Handbook*? "All yachts are required to leave French Polynesia before the start of cyclone season in November."

This is an important consideration for our cruise planning, as we expect to leave for French Polynesia in May, which is later than most, and might want to spend the cyclone season in French Polynesia.

Chuck Snyder and Jill McCready
Ariel, Cal 40
Los Altos

Chuck & Jill — Regulations and policies that affect cruising boats change all the time, so much of that material in the *World Cruising Handbook* — now in its third edition — is subject to change. We called Dominic Goche at Raiatea Careenage for the straight scoop. Goche reports that you can leave your boat in French Polynesia for the whole year, but — 1) it must be out of the water for six months, and 2) you personally must be out of French Polynesia for six months.

Where can you put your boat for six months? The main options are Raiatea Careenage and a second yard on Raiatea. Goche advises that he has 56 boats on the hard right now, which is

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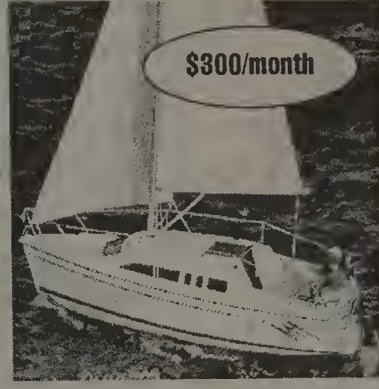
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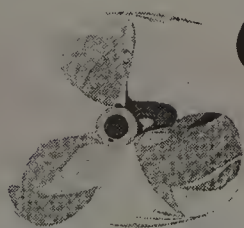


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about 95% of his capacity. The prices seem reasonable. For \$340, he'll haul your boat out, pressure wash the bottom, give you four days on the hard, and relaunch you upon your return. Long term storage — meaning six months or more — is \$240/month. If you want to reserve space for later this year, call Goche — a great guy — now at 011-689-662296.

Cyclones? Unlike Lautoka Marina in Fiji — which tends to get more and stronger cyclones — Raiatea Careenage doesn't dig pits for keel boats. Instead they put the boats on special cradles. "Back in '91 we had three days of 100 knots, and this season we've had two cyclones with 85 knots — and there hasn't been any problem." Raiatea Careenage also has a special marine rail for catamarans, and can haul cats up to 90 feet and 120 tons.

↑↓ DINKS AND CRUISING ON HOBIE CATS

I've enjoyed reading all the good advice about dinghies — the best of which is to 'keep it simple'. For example, I've done without a motor on my dinghy because I didn't want gasoline on my boat. Gas smells terrible, burns easily and can even explode!

The basic Avon rowing dinghy has worked fine for me. It's been my experience that if you have good single piece wooden oars, you can still row into quite a bit of wind, current and chop. If you can't row into it with oars like that, even a small outboard won't be able to make it.

The simple Avon worked fine in Baja landings — so long as we didn't get too ambitious. And on those occasions we did take a dump, at least we didn't have to deal with a motor full of saltwater. If you don't have an outboard, you can 'back in' to the beach when making a landing. This helps avoid being pooped when the next wave rolls in. A small dinghy without an outboard means you can pull it up on the beach before the next wave hits you.

As for cruising on Hobie Cats, we were sailing our Hallberg-Rassy around the 'boot' of Italy when a Hobie Cat caught up with us. The two guys aboard were from California, had their gear lashed to the tramp, and were on their way to Greece! They sailed close enough to shore so they could beach the cat if they wanted to camp or needed to avoid bad weather.

Jim Crittenden
Cal 2-25, No Name
San Rafael

Jim — Everything's relative, we suppose. To a guy with a Hallberg-Rassy 31, ocean cruising in a Hobie Cat may sound crazy. But to a guy with a Hobie Cat, crossing the ocean in a three-foot boat — see this month's Sightings — would seem crazy. Actually, it is crazy.

↑↓ HE TOOK HIS HANDHELD GPS TO BOSNIA

I've an interesting sidebar to the letter that asked whether a handheld GPS could have aided those who got lost near the summit of Mt. Everest.

My son, Sam Nivloc, has lived on boats ever since we moved to Sausalito in 1988. He's also in the U.S. Army. When his unit was sent to Bosnia, he took a handheld GPS with him. "I have met my officers, Dad, and I won't follow them anywhere," he told me.

It turns out they got lost in fog at night when convoying to a remote base. As luck would have it, Sam was riding in the HumVee with the officer in charge — and produced his GPS. Together they were able to convert from latitude and longitude to military coordinates, thus finding their way.

Bill Nivloc
Maytag
Sausalito

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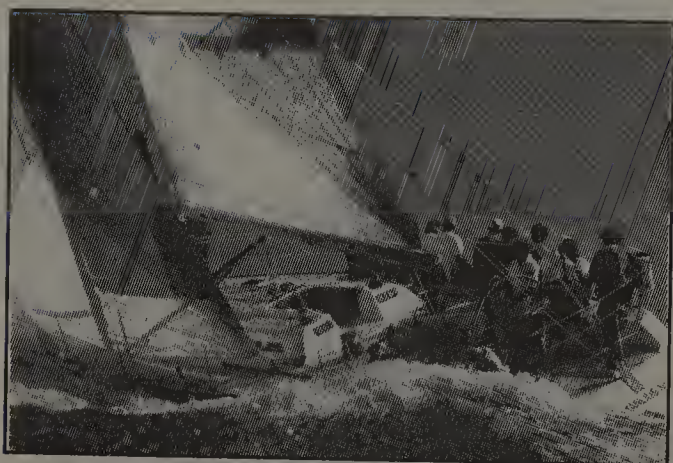
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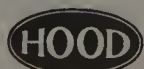


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LETTERS

HELPFUL, COURTEOUS, KNOWLEDGEABLE

The San Diego Harbor Police has taken a few knocks from readers as well as the staff of your outstanding publication. Well, here's my take: I arrived at the sea buoy off San Diego Bay — having singlehanded from Catalina — at 0100 with fog thicker than sourdough bread. As a class of '97 Ha-Ha entrant from Seattle, it was my first visit to San Diego, so I waited outside for daylight and the fog to lift.

By the time things cleared up enough to enter at 0700, I was one tired puppy. I called the Harbor Police on the way in for anchorage information. I soon learned that depending on where you want to anchor, you needed an anchoring permit from either the Port of San Diego or the Harbor Police. So I tied up at the Police Dock, where the officers and the personnel behind the desk were helpful, courteous, knowledgeable — and made me feel welcome to San Diego.

The young blonde woman who helped me in obtaining an anchoring permit responded to calls from both a police radio as well as VHF marine traffic at the same time. Despite being busy with two radios, she didn't make me feel as though I were imposing.

While later attending Downwind Marine's free hot dog and chili feed, I had the opportunity to meet two Harbor Patrol officers, Bill Kellerman and T.B. Wright, who do at least some of their rounds on bikes. Both were very personable and obviously took pride in their work. As a matter of fact, while we were chatting a speeding automobile came down the street — and they nailed the driver!

One more thing: the editor's answers to *Letters* are cutting, abrasive, abrupt, scathing, querulous, cantankerous, pugnacious, irascible, and even abominable. I love 'em, so keep up the good work.

Bill Schmidt
Ragtime
Seattle

Bill — There was a long period when San Diego's Harbor Police were considered — by locals and transients — to be about as courteous and helpful as an occupying army. Thanks to the efforts of Chief Hight — and his men and women — there's been a dramatic turnaround over the last several years. Lately we've been hearing all compliments and no complaints. And you know, it wouldn't hurt to drop them a line and tell them you appreciate their efforts.

THE YOUNG LADY'S NIPPLES

It's hard to believe that it's been 20 years since Amy Boyer entertained us with her daring transoceanic exploits aboard her Wilderness 21 *Rascal*. Is she still active in sailing?

It's also evident — from the picture of the topless young lady in shorts overlooking a Mexican bay — that some maturation has occurred at *Latitude* over the last two decades. For lo and behold, the young lady's nipples have been electronically erased! The advancing age of your staff has probably dictated a little more discreet view of sailing activities, but it sure used to be a hoot when *Latitude* blew everyone's minds with the unsolicited shots of cruising lovelies. I'm not complaining, mind you, because you're still the most refreshing sailing publication around. Still, you used to provide some of the best guffaws I can think of with some of your antics — and subsequent defense of the same.

Rick Rohwer
Planet Earth

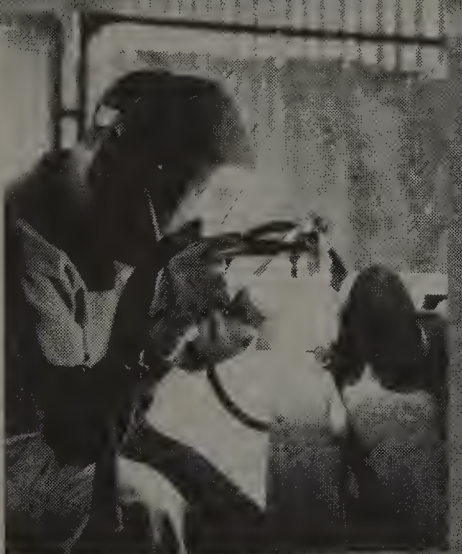
Rick — If Amy Boyer is still sailing, we're not aware of it. We have no idea what photo you're referring to. And while we

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LETTERS

may be perverted, we'd certainly never electronically erase a young lady's nipples. We'll leave that kind of mutilating to the folks who put out the Victoria's Secret catalogs. Furthermore, we have the exact same policy regarding photos of topless women that we've had from issue one: we don't go hunting for such shots, but if some come over the transom with the least bit of a sailing context, we'll do our best to squeeze them in. Think of us as facilitators rather than procurers.

↑↓THE GREAT TIMES AND GREAT MEMORIES

To all of you who over the years have sailed aboard and helped us with our Catalina 27 *White Satin*, this is an open letter of thanks. We have just completed the sale to new owners Bob, Frances, Alex and Nicole Gibbs, and wish them the same kind of luck and success as we've had with her for more than 15 years.

And to all of the people who sailed with us — and against us — thanks for all the great times and memories.

Thanks also to the many businesses that helped make her what she is, particularly Kame, Sally, Aimee and the gang at Pineapple Sails; Steve Seals at Seal's Spars and Rigging; Carl Nelson and his gang at Nelson's Marine; Kim Desenberg and his crew at the now-gone North Coast Yachts (good luck in your new endeavors, Kim!); and of course Dick Southworth and the folks at Farallone Yachts.

The years and miles have been good to us, and the memory of all of our adventures are sweet. Thanks and cheers to all.

Steve Rienhart and Family
ex-*White Satin*

Northern California

Readers — We hope that Rienhart, who won many one design titles with *White Satin*, hasn't given anyone the impression he's bowing out of sailing. On the contrary, he'll soon be taking delivery of a new Antrim 27 to be named *Cascade*.

↑↓AN UNREMITTING REFUSAL TO ANSWER

Another sad story of the Coast Guard bureaucracy!

I recently sent a letter to the Coast Guard Regional Exam Center asking for some clarification in the requirements for 'sea service' when trying to obtain a '6-pack' master's license. Specifically, I asked whether unpaid yacht deliveries, recreational racing, and recreational cruising were admissible as 'sea service' under the requirements.

For an answer, I received a long-distance call from a clerk at the exam center — who told me they would answer no questions without the submission of a completed application and fee. Since the preparation of a completed application requires a physical exam and obtaining notarized statements from every skipper I've sailed with for the past 20 years, I felt that my question wasn't unreasonable. If I wasn't going to have the required 'sea service', why should I have to waste all that time and money? All I got, however, was an unrelenting refusal to answer.

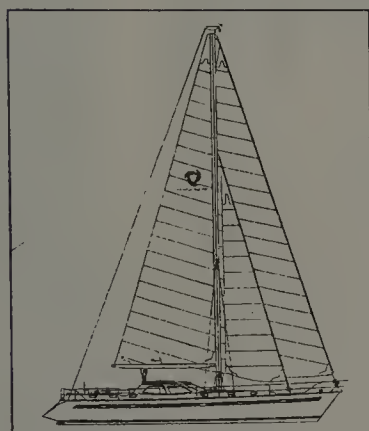
Since I cannot get this information from the people whom my taxes pay to provide it, perhaps one of your readers who has been through the Coast Guard mill can give me the answer.

Larry Weaver
Santa Cruz

Larry — We took your problem straight to Capt. Larry Hall, the honcho at Group San Francisco. Capt. Hall thanked us for calling — this new cooperative attitude is fabulous — and said he'd have the person in charge at the Marine Safety Office, which is a different part of the Coast Guard, return our call. An hour

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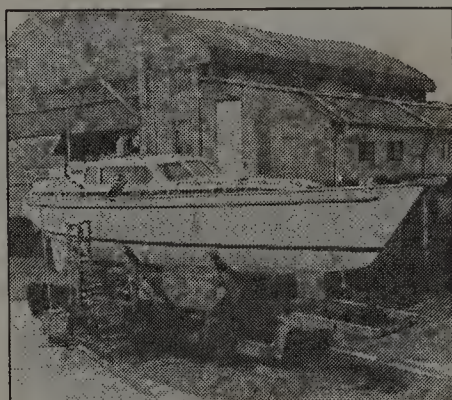
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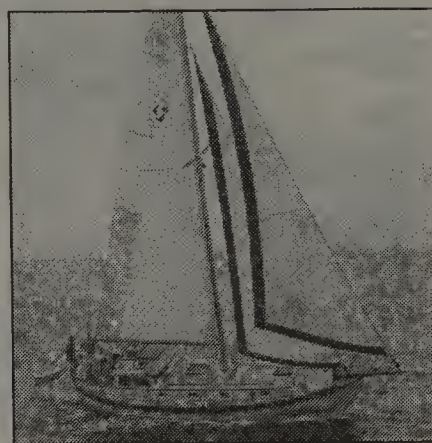
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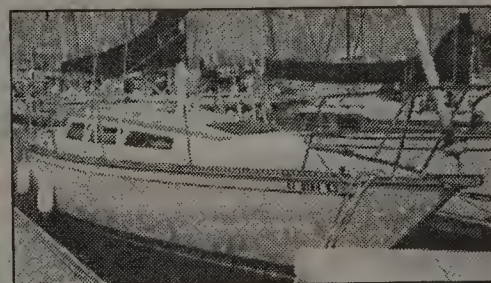
List prices on Tayanas include freight, duty, off loading and commissioning.



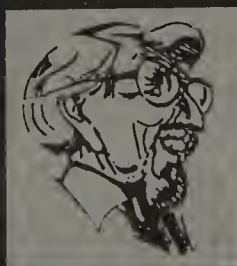
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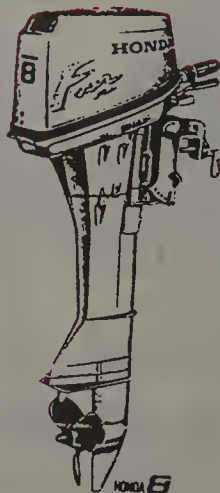
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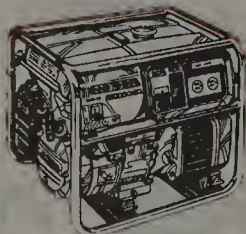
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LETTERS

later Lt. Commander Monica Lombardi, Chief of the Regional Exam Center, was on the line.

Commander Lombardi apologized for the fact that you didn't get the answer you wanted — but explained that such answers are harder to give than it might seem. She reports that she gets 30 calls a day from people asking if their 'sea time' qualifies them for a Six Pack or other license — people who then list a hodge-podge of the times they've been on boats. The fact is that the first of three steps in getting a Coast Guard license is paying \$65 to have a 'certified evaluator' assess if you're qualified to sit for a license. In most cases the evaluator's primary job is to decide whether your accumulated 'sea time' is up to snuff. As such, the evaluations can't be done over the phone.

Commander Lombardi nonetheless recognized that a prospective applicant should at least be given some guidelines as to what counts for 'sea time'. While not guaranteeing anything, Lombardi says that if you're on watch a minimum of four hours on an active boat, there's a good chance that it will count as a day of 'sea time'. Depending on what license you're going for, four hours on Folsom Lake might even apply. If you sail anywhere and are on watch 12 or more hours a day, it might count as 1.5 days. The important thing to remember is an evaluator won't count anything as sea time until you list the day, the amount of time on watch, the route, the tonnage of the vessel — and have it certified by the skipper(s) involved.

What to do if all your 'sea time' came from spending two years cruising in Mexico? That claim won't be worth anything until you reconstruct it as mentioned above: the day, the time on watch, the route, and the tonnage. And it has to be certified by the skipper(s). Until then, all the time you've spent on boats won't count for anything.

To more specifically answer your question, generally speaking things like yacht deliveries, recreational racing, and recreational cruising count as 'sea time' — assuming they meet the requirements mentioned above. Even so, there may be exceptions and/or limitations. If all your 'sea time' was operating a small powerboat on the Bay, the Coast Guard will not give you a license that will permit you to carry paying passengers on a sailboat trip to Hawaii.

We hope this clarifies the situation a little. We'll have more on the subject of getting 'a Coast Guard license' in either the April or May issue. There are all kinds of interesting aspects to it. For example, your chances of getting a license are lessened if you've ever gotten a DUI. And did you know that there are ways to get a license without having to go to the Coast Guard and pass a test?

AWAKE AND YOU SHALL BE FREE!

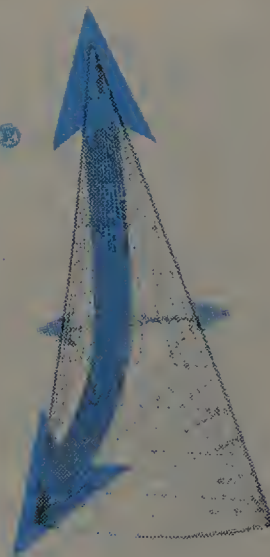
My parents came down from Oregon for the holidays. Since my mom has always been interested in sailing and the day after Christmas was sunny, we went out. We made a long motorsail from Vallejo to Angel Island. After tying up at Ayala Cove and paying the Iron Ranger, we took a nice walk around the island.

There wasn't much wind for the return trip, so we started motoring after Red Rock. It had gotten dark and my mother began to wonder about sailing at night. I told her to just keep an eye out for the Vallejo ferry, which is a catamaran that travels at about 25 knots. Against the background of city lights and the oil refineries, the ferry can be hard to see — and on several occasions it has snuck up on me. At speed, it also produces a pretty good wake.

I decided to take the short cut through the narrow channel formed by The Brothers and Point San Pablo. Once clear of the point, I aimed the boat for Pt. Pinole. Five minutes later, the boat started to slow dramatically accompanied by a shaking of the tiller and rigging. After putting the engine in neutral, I tried forward and reverse. There was lots of vibration, but the boat



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LETTERS

didn't move. All kinds of nightmares ran through my mind: broken V-drive, fouled prop, lost prop blade and so forth. I was just thinking about putting on my dry suit and going for a swim when I shined the light on the water. It looked different; muddy colored. The depth gauge said "-.-". We'd run aground.

What a relief! After about ten minutes of trying to motor free, we spotted the Vallejo ferry charging through the short-cut. "I bet he knows where the deep water is," my mom said. When the wake hit our port beam a couple of minutes later, we managed to get our stern to the rest of the waves in the wake. With the tiller hard over and the engine at full throttle, we managed to surf for half a boat length — at which point we were free. We motored back to Vallejo without incident.

Thank you, Vallejo ferry, for saving our evening.

The Crew of Ann, Valiant 32
Vallejo

↑↓ DANA WAS IN SAN FRANCISCO BEFORE THE GOLD RUSH

I was pleased to see the nice article in January's issue about the Gold Rush history of the Bay. Well done. But, as I bet someone else has pointed out, Richard Henry Dana was here in the early 1830's — well before the Gold Rush. Indeed, in his epilogue, *24 Years After*, he notes that it wasn't until '49 that his book, the only English language book available in California, began to sell.

I've also noticed that you refer to the body of water west of mainland Mexico and east of Baja as the 'Sea of Cortez'. When my family first started going there some 30 years ago, we always used the term 'Gulf of California'. And that's what my Mexican charts call it. Earl Stanley Gardener and John Steinbeck notwithstanding, calling that body of water a 'sea' seems like a literary affectation.

Dana M.
San Diego

Dana — Thanks for the correction about Dana's book. Are we correct in assuming that you were named after the famous author?

Let's review the definitions for the different types of bodies of water:

Ocean: Any of the large bodies of water, such as the Atlantic Ocean, into which the great ocean — meaning the whole body of salt water that covers nearly 3/4s of the surface of the globe — is divided.

Sea: The name given to bodies of salt water, such as the Mediterranean Sea, that are partially landlocked and are smaller than the ocean to which they are generally connected.

Gulf: A part of an ocean or sea extending into the land.

Under these definitions, what's commonly known to cruisers as the 'Sea of Cortez' is more properly the 'Gulf of California'. In reality, there's a lot of grey area when it comes to calling a body of water a sea, gulf or bay. For example, why aren't Hudson Bay and the Gulf of Mexico seas? Why isn't the Caribbean Sea a gulf? How can the Arabian Sea be called a sea while the Bay of Bengal is just a bay? And what's with calling one part of the Atlantic the Sargasso Sea and one part of the Pacific the Bering Sea?

But as far as we're concerned, if they can call the Flores Sea a sea, cruisers can do the same with what more properly should be called the Gulf of California.

↑↓ THEY THOUGHT THEY WERE ON THE LOVE BOAT

Having read the January letter on 'how to pick a captain', I believe equal attention needs to be placed on picking a crew. My mistake in this year's Ha-Ha was relying on a guy's claim that he had significant sailing experience — including many heavy weather sails in the Pacific Northwest. But what I got

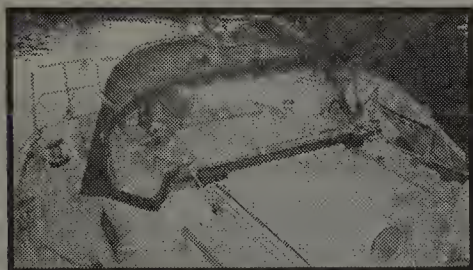
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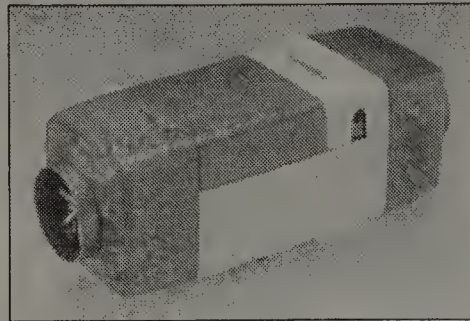
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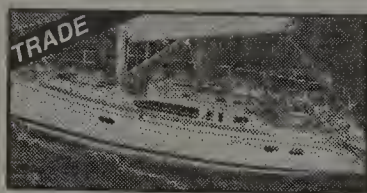


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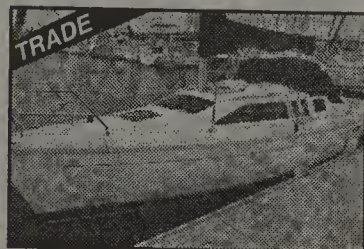
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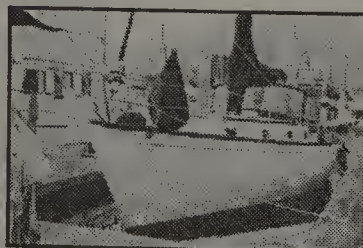
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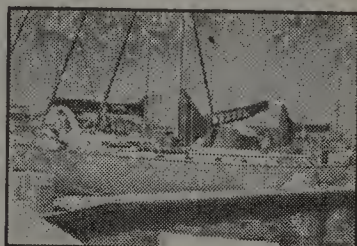
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LETTERS

was a couple who thought they were on the 'love boat' and that all their needs should be catered to. Other than standing a watch, they didn't otherwise participate in the running of the boat.

Soon after departure, we had repeated problems with the boat's refrigeration. Not once did any of the crew offer to assist in trying to fix it. By comparison, one of the other Ha-Ha boats had a crew which rebuilt the engine! My crew wouldn't have lifted a finger to help.

Furthermore, my crew's lack of experience did make for some interesting sailing situations — but none that even a minimally competent crew couldn't have handled. Even after going over the rigging and systems patiently and calmly, my crew still didn't get it. It was obvious that they were afraid to fly the spinnaker at night. But to claim that would have been "reckless" spits in the face of sailing and all of the boats which did in fact fly their chutes at night. But hell, even wing-on-wing was too much for this couple — and as a result, I was forced to carry more of the load than I should have.

As for the couple second-guessing my decision to head back out to sea when nearing Turtle Bay, they wouldn't understand that a SSB transmission had locked up the GPS and that the prudent thing to do was head offshore until I sorted the problem out and established a DR position. This took all of 30 minutes and wouldn't have resulted in our reaching Turtle Bay before dark anyway. But then the *Love Boat* probably always makes landfall during the day.

What's funny is that despite the crew's meager contribution and my casual attitude toward 'racing', we ended up second in our class. But when we got to Cabo, these 'ugly Americans' didn't so much as lift a finger to help clean the boat, or say 'thanks' or even 'good-bye'. Instead they went off immediately to begin working on their tans.

So take heed, skippers, and beware of unappreciative crew who think you should do all the work while they lounge around. At least Captain Stubbing got paid for what he did.

Name Withheld
Planet Earth

N.W. — Now that we've heard both sides of this dispute, we're sure both you and your crew can agree on one thing: that you're lucky you didn't enter the *Whitbread* together.

↑↓ BOTH DECLINED TO QUOTE THE NEUMANN ACCOUNT

There are several statements in Phyllis Neumann's February letter, which was in regard to having trouble getting her boat's cruising insurance renewed, that are incorrect or misleading. Let me clarify.

Blue Water Insurance, Inc. is a 'marine only' agency that specializes in writing cruising insurance for vessels worldwide. The Seven Seas Cruising Association (SSCA) has authorized Blue Water Insurance to present insurance programs to their members. However, the SSCA is not an insurance agent or otherwise connected with Blue Water Insurance. Furthermore, Robert and Phyllis Neumann are not members of the Seven Seas Cruising Association!

Blue Water Insurance represents a number of insurance companies, including La Reunion Francaise. La Reunion Francaise wrote an insurance policy on the Neumanns' *Adventure* for the past two years, with navigation limits of the East Coast of the U.S. and the Bahamas. And the company did pay a claim for storm damages suffered by the Neumann's vessel on October 18, 1996.

On October 3, 1997, La Reunion Francaise declined to offer a renewal of the Neumann's policy for coverage that they wanted to include a trip to Bermuda and the Caribbean. The policy

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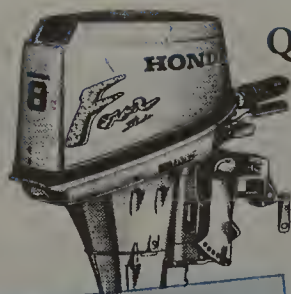
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LETTERS

terms require a 10-day notice of cancellation, and the company gave them more than a month's notice.

We at Blue Water Insurance went to two different Lloyds facilities to request an insurance renewal with navigation limits to include Bermuda and the Caribbean. Both markets at Lloyds declined to quote the Neumann account. We did not offer renewal terms with any of our U.S. companies, including Reliance, because these companies would not write navigation limits to Bermuda and the Caribbean for the Neumanns. We did not offer a General Star quotation because the company requires a third crew onboard for all overnight passages.

La Reunion Francaise did not quote the Neumanns' renewal account to another agent. But apparently Al Golden of International Marine Insurance Services (IMHS) of Chester, Maryland, went to a wholesale insurance broker of La Reunion Francaise, with quoting authority from the company, and obtained an insurance quotation from that wholesaler on the Neumanns' vessel! Only a few U.S. agents have quoting authority from La Reunion Francaise. However, none of these agents can quote accounts currently written by La Reunion Francaise or those accounts with losses in the past two years. The only La Reunion Francaise agent who has authority to quote vessels intending to navigate in excess of 250 miles offshore is Blue Water Insurance, Inc.

Thus the only way IMIS could have obtained a quotation on Neumann's vessel from La Reunion Francaise was to not disclose to the insurance wholesaler, that the current insurer is La Reunion Francaise, the fact that there was a claim in October of 1996, and that the vessel's navigation limits did not include the trip to Bermuda. All this is very important, because failure to disclose previous loss history to any insurance company is a material misrepresentation — and can be reason for an insurance company to deny coverage.

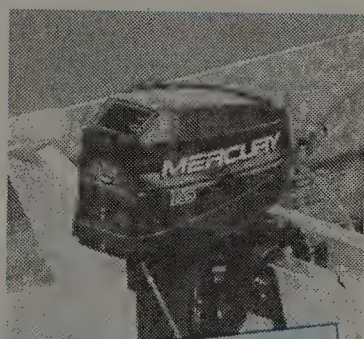
Pantaenius is a German underwriting agency, not an insurance company in its own right. The majority of companies Pantaenius represents are German and, as far as we can determine, are not approved to do business in the United States. U.S. agents are prohibited by the various state insurance departments from dealing with insurance companies not licensed or approved to do business in those states! Furthermore, Pantaenius does not underwrite insurance for vessels cruising in the United States or Caribbean waters, and will not write insurance for vessels documented in the United States — no matter where the boat might be located.

We agree the 'pitch' an insurance agent makes to an insurance company on a boatowner's behalf is very important when it comes to special types of insurance — such as long range cruising. However, it's important that the agent making the 'pitch' be a specialist, have direct contacts with the markets, and work in a professional manner.

Donald W. Spink, CPCU
Blue Water Insurance, Inc.

Donald — We don't have the time or resources to get into the specifics of the Neumann's case — but the Seven Seas Cruising Association assures us that the couple are indeed members of that organization, and have been for years.

As for your caution that it's important to disclose previous losses, and your conclusion that when looking for a specialized thing like cruising insurance the agent should be a specialist, have direct contacts with the markets, and work in a professional manner — we couldn't agree more. Nonetheless, it's been our experience that exceptional agents and brokers have a significant influence with some insurers, and are thus sometimes able to negotiate 'concessions' or 'exceptions' that other agents can't.



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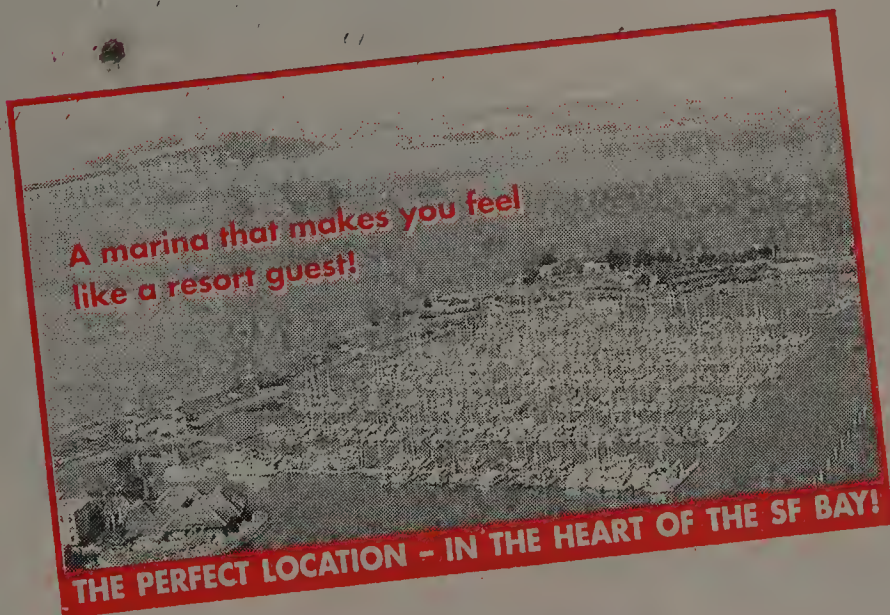
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LETTERS

By the way, *Pantaenius* is based both in Germany and England. They will write insurance for boats in the Caribbean — and even in Central America. But you're correct in that they will not write insurance for U.S. documented boats. When we read that a U.S. jury awarded \$80 million to a female UPS employee because a supervisor once poked her in the breast, it's easy to see the wisdom in *Pantaenius*' excluding of American-based risks.

NO NEED FOR SILLY SUPERSTITIONS

If *Latitude* keeps collecting superstitions, soon all superstitious sailors are going to stay at home cowering in front of their televisions. But I think I can help counteract that by explaining one common superstition — the supposed danger of bad luck that comes with renaming a boat.

Renamed boats have common characteristics; they're used and worn. The person selling the boat probably lost interest in it some time earlier, allowing things to corrode, the boat to leak and wood to rot. The seller may also not have been completely candid about some of the hidden problems. All of this is as true now as it was hundreds of years ago.

So, what happens after the boat is renamed (something many new owners do)? Things start breaking and leaking. So naturally it would seem that renaming a boat brings bad luck.

To counter this problem and superstition, I suggest an improved renaming ceremony that begins with two bottles of ritual beverage. After the appropriate words and libations to the gods — just in case they're really interested in the boat — the renaming ceremony should end with an inspection party to find what a surveyor may have missed. Whoever finds the most defects gets the second bottle. But remember, no *cheap* ritual beverages — or the 'inspectors' might not be sufficiently motivated!

In any event, this 'second survey' would make it obvious why the boat might be subject to 'bad luck', and the owner would have the option to repair it. And that would be the end of the superstition.

Ralph Hinegardner
Santa Cruz

Ralph — We would never rename a wood boat — and we'd be hesitant to change the name of a steel boat, too. Solid fiberglass and composite boats are a whole different story, as you can rename them as many times as you want without any bad luck. The only exceptions are fiberglass boats that were built in Taiwan, Hong Kong or China. Changing the name on such Asian fiberglass boats is best done with the help of a Feng Shui expert.

THE BCDC'S JURISDICTION OVER LIVEABOARDS

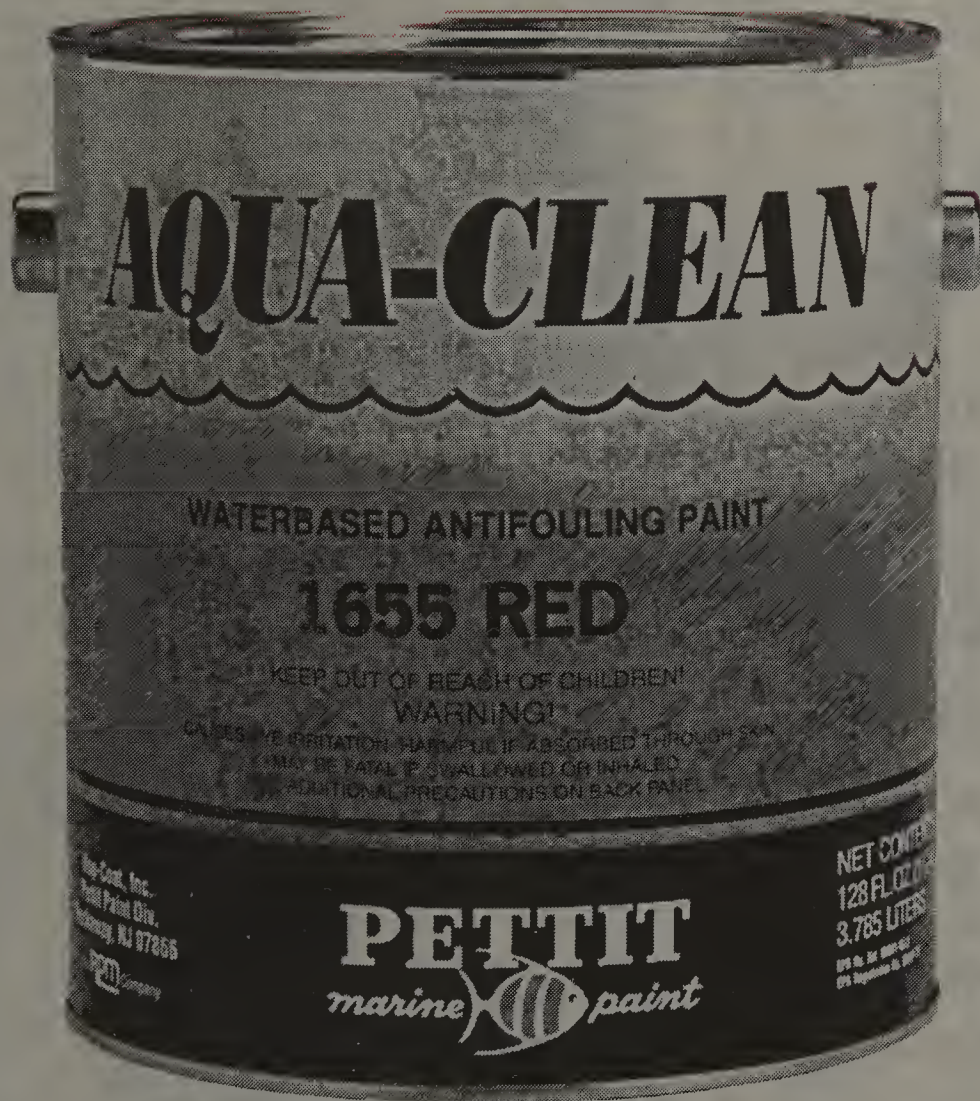
Do you know what happened in the legal battle between Oyster Cove Marina and the BCDC (Bay Conservation and Development Commission)? They were disputing whether the BCDC had the authority to control liveaboards at Oyster Cove. The last I remember, the judge tossed the BCDC's case on its ear, but that the BCDC was going to appeal. I haven't read anything about it since.

Ed Shirk
Northern California

Ed — The battle was not between the BCDC and Oyster Point Marina, but between the BCDC and the San Mateo Harbor District. The Harbor District's function is to develop state-funded waterfront facilities in San Mateo County — such as Oyster Point Marina, which is located in South San Francisco.

As a state-funded agency, the SMHD felt they shouldn't have to go to another state-funded agency, the BCDC, to get a permit to have liveaboards — especially since their liveaboard policies

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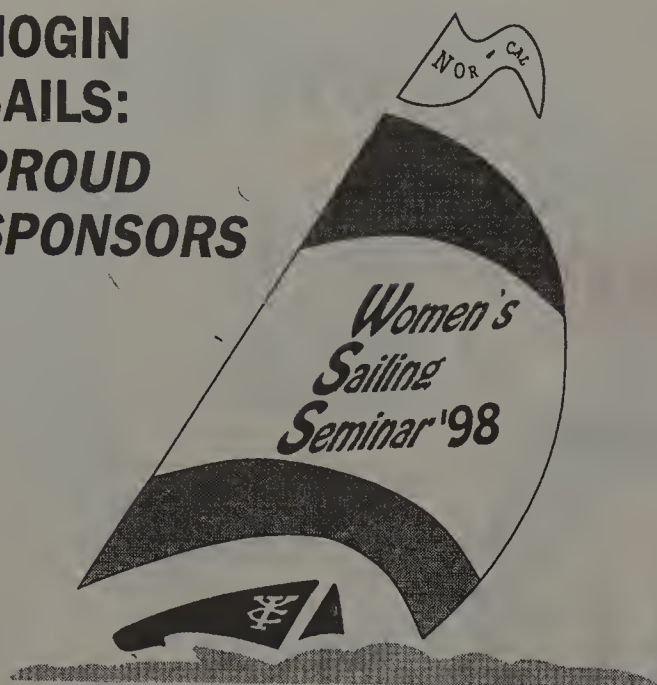
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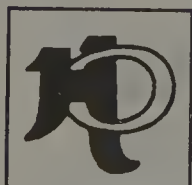
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LETTERS

and regulations were and are in conformity with the BCDC's. And especially since it would cost about \$100,000 to do what would have amounted to little more than kissing the BCDC's ass. Unfortunately, the BCDC has always seemed to have a thing about getting its ass kissed. The fetish isn't as strong as it used to be, but old habits die hard.

As it turned out, the SMHD won their suit in the early '90s, but then the BCDC won on appeal. The SMHD couldn't afford to fight the other state agency any longer, and let the ruling stand. Having spent all that time and money to win on appeal, you'd think the BCDC would have then demanded that the SMHD get a permit for the liveaboards. But the BCDC has done no such thing. Why not? We suspect that the BCDC, about as political and authoritarian a public agency as you'll find this side of a banana republic, was primarily interested in defending what they considered to be a threat to their turf. They're always very aggressive about this.

Under both San Mateo Harbor District and BCDC rules, liveaboards are limited to 10% of all boats in a marina. If you're not a registered liveboard, you're allowed to stay on your boat no more than three nights a week — although this rule isn't always strictly enforced. We don't know if there are 'sneakaboards' at Oyster Point Marina, but there are in just about every other Bay Area marina.

AN EXTENSION OF OUR NAKED EYE

We just wanted to toot the horn for a product on the market which, when put to the offshore cruisers' test, actually stands up to its sexy high tech claims. In our experience, the ITT Night Vision Viewer 180 scope has proven to be an excellent tool for our night passage-making.

We bought the ITT night scope as an anniversary present to ourselves. We expected to primarily use it as a navigation tool for cruising Indonesian waters — which were reported to be littered with poorly lit or unlit fishing vessels. We also bought it as a security device, as some areas of the South China Sea have reported incidents of piracy.

The night scope proved itself time and again, as small vessel lights were easily discernible and big ship lights became bright beacons long before they showed up on our 16-mile radar. As an extension of our naked eye, the night scope sharpens our watch-keeping and minimizes our reliance upon the amp-consuming radar. We now flip on the radar only to determine a target's distance and course.

The scope also defines shoreline topography for those unavoidable situations when you have to anchor at night. It also provides a spotting tool for unlit vessels which may approach our boat too closely at night — which is why we stow it close to our bunk. Last but not least, the night scope is a mind-boggling toy for stargazing! So, despite the \$1,300 price tag, it has been worth every penny for us.

A word of caution about 'cheapie' versions sold at Price Club/Costco and other department stores: they don't seem to stand up to marine use. And, unfortunately, there probably won't be a GPS-like price drop on these devices anytime soon, as electronic imaging technology is still complex and costly to produce.

As a final note, Indonesia has turned out to be an absolute gem of a place to cruise! The rumors of unlit boats and piracy have, in our experience and that of all the other cruisers we've heard from, proven to be unfounded. What we discovered instead are the friendliest and most gracious people we have ever met.

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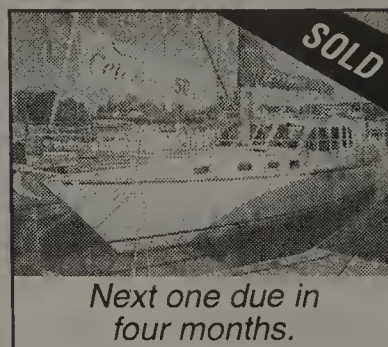


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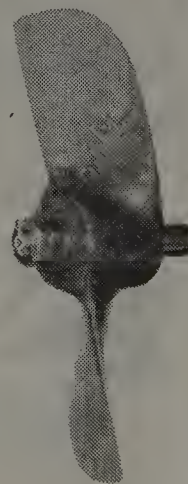
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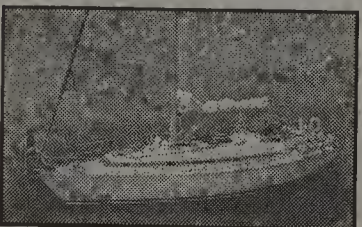
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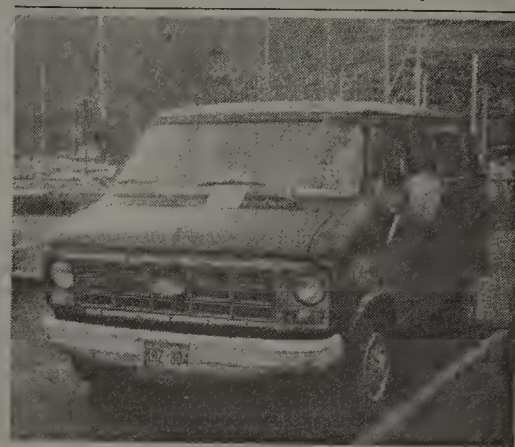
As a reader of *Latitude 38*, I have been provided generously with great humor, articles which aroused my anger, dreams of sailing destinations which served as tranquilizers during periods of stress, and thought-provoking testimony and opinion regarding topics too numerous to mention. But I never recall shedding a tear — at least not until you published Steve Oswald's sensitive and meaningful letter in tribute to his late wife Nancy, his "good shipmate." Thanks so much for printing it.

Rich Denning
Osage
St. Louis

NOW AND THEN IN NAWILIWILI

I was on the Hawaiian Island of Kauai in the middle of January when I came across this old rust bucket of a Chevy van in

the parking lot of the Nawiliwili Small Craft Harbor. The van had been sitting for a while and had parking tickets. It also had a sign that read: "FOR SALE — \$800/OBO — RUNS GOOD." The \$800 was crossed off to read "\$300/OBO — RUNS". Finally the \$300 was crossed out to read: "TAKE IT!!"



I peeked in the back of the old van and noticed a bed, an

Want it? You can have it — complete with deluxe sleeping accommodations and some choice reading material.

old surfboard and a copy of *Latitude* behind the seat!

I asked around and was told that some months before a young man was observed backing the van up and unloading stuff from the van onto a sailboat that was rigged for heavy weather sailing. Later that day the boat was seen heading out to sea. Nobody seemed to know who the guy was or where he was headed. But at least he could have taken the *Latitude* — it was certainly worth more than the van!

While on the subject, later that night I put a copy of the December *Latitude* into my backpack and headed off to my watering hole. I showed it to the bartender — who took it and wouldn't give it back! Can you imagine? It also took me 20 minutes to get another beer — but it was free.

Fan Of The Best Sailing Mag In The World
Planet Earth

BOAT GUIDES AND REVIEWS

In the January issue, John and Susan Pazera asked about sources for information about boats — along the lines of used car buyer's guides. You pointed out the pitfalls of boat reviews and offered them some guidance in selecting a boat — but I'd like to mention some potential sources.

First, I finally ran down a copy of *Practical Boat Buyer's Guide*, which is published by the magazine *Practical Sailor*. Regrettably, it appears to be out of print. But, if anyone can find one, it does have reviews that have enough depth to be useful, and they don't hesitate to criticize.

Two other books, *Mauch's Sailboat Guide* and *Boat Watch* (ISBN 0-9627152-3-9) have basic specifications and line drawings from which potential buyers can draw some conclusions or at least narrow the field somewhat. *Mauch's* has short descriptions but not reviews. Readers can check their library; all

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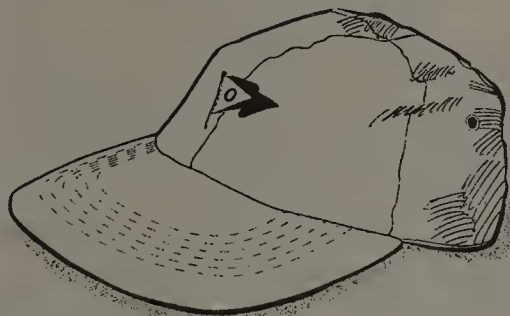
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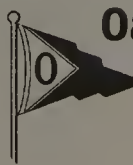
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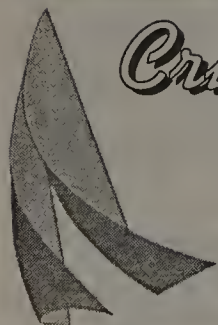
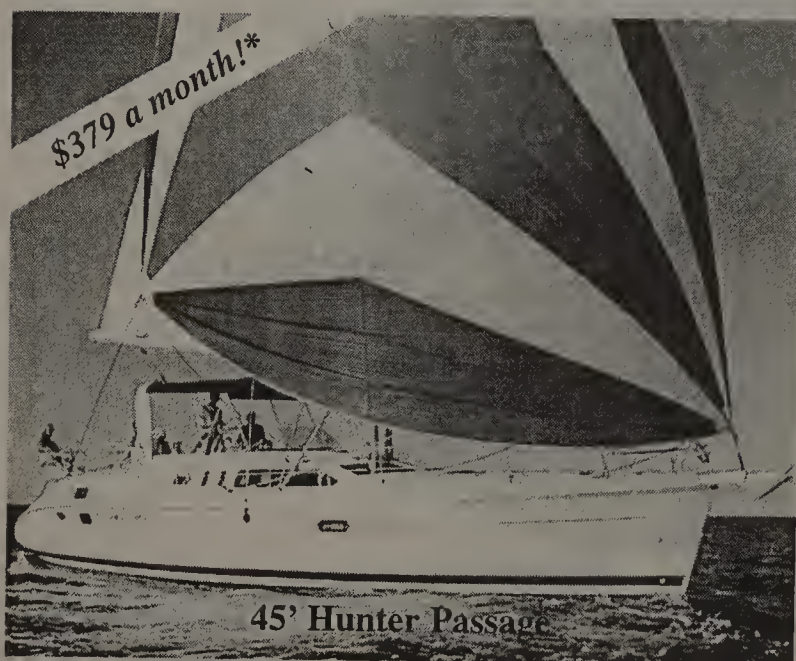
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LETTERS

three books are available at the Sausalito library.

Another book, *The Nature of Boats* by Dave Gerr, is packed with help on evaluating your needs and interests in boats, and translating cold stats into a feel for what a boat's like.

Finally, there's a cd-rom titled *So Many Boats*, with information on about 600 current production boats. The 'reviews' are obviously written by the manufacturers and hence almost completely worthless. But it does give specs, line drawings, and color photos that are great for daydreaming if nothing else. Their web site is www.boatshow.com.

As you point out in your reply to the Pazera's letter, there are a staggering number of boat designs. Flipping through the *Classy Classifieds*, I doubt that I could find half of them in any of the above publications. But reading them carefully will get you thinking more clearly about what you're looking for — either that or confuse you beyond hope to the extent you'll take up motorcycle racing.

Steve Molin
Richmond

Steve — While we still tend to think those guides offer precious little useful information, thanks for trying to help.

If anyone is interested in multihulls, the latest edition of the *Sailor's Multihull Guide* has just been published by Avalon House. The book offers the basic line drawings and specs of about 175 different multihull designs. As such, it's pretty complete.

↑↓ JENSEN REEF

We haven't received a copy of the February issue yet, but David and Sally of Hopalong, who are still in the Bay Area, forwarded your e-mail asking for more information about Jensen Reef. We wrote about it in the February *Changes*.

The more dangerous — but not always visible — part of this reef is directly north of the part pictured on page 107 of the original version of Gerry Cunningham's excellent *The Complete Cruising Guide to the Middle Gulf*. Cunningham has an addendum for page 107 with a revised picture showing the entire reef. He was already aware of the reef, having found it last summer.

By the way, our intent in writing about the reef was not to denigrate any of the charts or cruising guides. We think that all of the several guides we carry are well done and quite useful, but that no cruising guide or chart can show every rock or reef. You always have to be alert. Cunningham, however, has done a very thorough job covering the middle and northern portions of the Sea of Cortez, and we consult his guides and charts carefully before venturing into unknown territories.

Right now we and Wings are making final preparations to depart Vallarta for a two-month cruise on the mainland coast of Mexico, hoping to get farther south this year than Barra, our southernmost point last year. We're heading west in April, assuming the effect of *El Niño* doesn't look too dangerous at that time for a crossing to the Marquesas. We'll probably depart from Acapulco, despite the slightly longer distance and less favorable slant, instead of making the long sail back up the coast of Mexico.

Fred Roswold and Judy Jensen
Wings
Mexico

Fred & Judy — You give excellent advice when you recommend that all guides and charts be consulted — and that mariners still be alert for dangers. By the way, we're certain nobody got the impression you were trying to slam any of the cruising guides.

As of February 13, NOAA was reporting that the water at the

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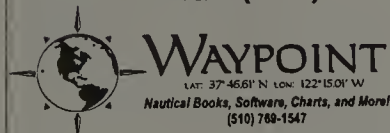
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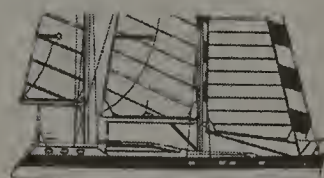
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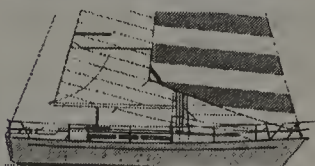
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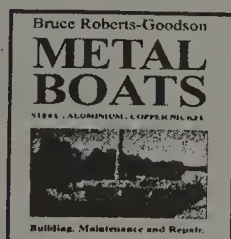


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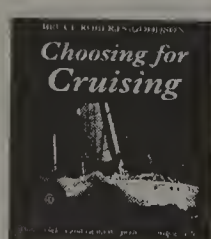
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equator was 82° — or 10° higher than normal — to a depth of 240 feet. That should cool enough by April to minimize the chance of late or out-of-season cyclones.

Anyone contemplating heading across the 'puddle' should be aware, however, that there have been quite a few cyclones in rarely-hit parts of the South Pacific. Ursula, Veli, and Wes, all in the central South Pacific, were the most recent. None of them were particularly powerful, but Ursula ended up southeast of Pitcairn Island!

CRUISING AND E-MAIL

Your cruising boat is provisioned, all the charts are aboard, and you're dreaming of palm-lined tropical beaches. But if your business clients and family have been using e-mail to communicate with you, how are you going to stay in touch when you're in faraway places? Especially if you want to write on your laptop while at anchor and send and receive all your communication by e-mail. Here are the options — with variations in cost, reliability and security — as I've found them:

1) Keep your current e-mail account and call long distance to a major city that has your type of account. CompuServe, for instance, has Mexican numbers to call. The use of 800 numbers is usually restricted to calls from the U.S., and there are expensive charges to call 800 numbers from foreign phones. So you'll have to forget surfing the web unless you have an unlimited budget. But an international credit card and a phone coupler usually works.

2) Obtain a free web-based e-mail account such as <http://www.hotmail.com>, and use the web to edit and receive your mail while connected to any internet provider. This works well, and the only charge is connect time to the internet. You can obtain an e-mail forwarding address such <http://www.bigfoot.com> or <http://www.mailme.com>. These accounts are free, and all mail they receive is forwarded to a temporary address. The forwarding address can be changed.

This option is fine if you are planning on staying in an area for more than a month and connect to the internet via an independent service provider who assigns you a temporary e-mail address. For instance, Puerto Vallarta, Cabo San Lucas and Mazatlan all have ISPs that charge reasonable fees. La Paz has three ISPs and the charges are approximately 30 dollars/month plus a one-time setup fee. You do, however, need a telephone connection. Ham connections can work, but we understand that it's slow, unreliable and very insecure. Furthermore, it's illegal to conduct commercial correspondence via ham radio.

3) Keep your current e-mail account and obtain an internet connection to your laptop through an ISP, and access your account using your own e-mail software and the internet. This method has been tested in Mexico with AOL and ISPs, and it works. The only charges are a one time setup fee to set up your laptop for a local dial up connection, and the connect time charges. There are no long distance charges. Depending on your e-mail software, there are usually a few minor alterations that need to be made. We have tested Eudora, MS Outlook Express and AOL with positive results. There have been problems accessing e-mail accounts with MSN, IBM and CompuServe through the internet.

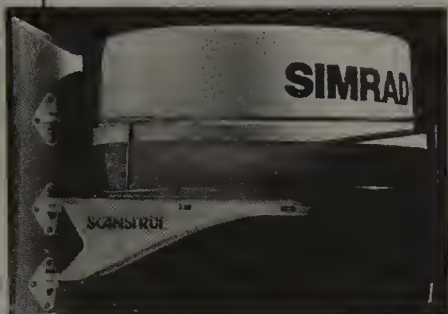
4) Rent a computer and connect time at places such as the Internet Café and carry a floppy with your composed e-mail in text format. Currently, the Internet Café in La Paz will not rent an internet connection unless you use their computer. They also offer limited tech support in English.

5) 'Snail mail' and faxes still work.

These are a few of the methods to stay in contact in 'paradise'. Club Cruceros de La Paz is currently working on obtaining a free permanent e-mail address for club members so they

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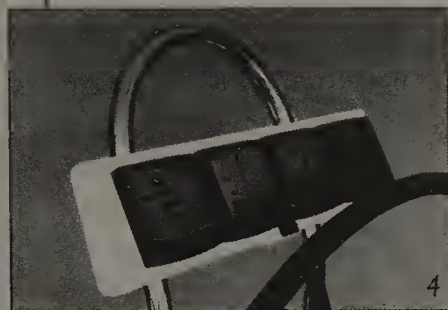
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↑↓ LIKE FOUR SPIDER ARMS

Someone asked where the water goes when the tide goes out. The answer can be found in Van Dorn's *Oceanography and Seamanship*, both the old and new editions. The current scientific explanation is that each ocean basin has 'amphidromic points' where there are either little or very small tides. The Pacific Basin has about 10 such points.

The actual tide we see is caused by a wave which rotates counterclockwise about the amphidromic points; the average period is 12 hours and 25 minutes. From above, it would look like four spider arms rotating about a point. Two highs and two lows each day is typical.

The amphidromic point near San Francisco causes the tide to sweep northward up the coast. That's why Santa Cruz tides are 1 hour and 15 minutes — for high tide — earlier than at the Golden Gate. Places with very low tidal ranges are most likely near an amphidromic point. Hawaii and Tahiti are examples.

So where does the water go? It goes up and down.

The other point I'd like to make is that Lee Helm only got it half right about the asymmetry in sunrise and sunset times near the summer and winter solstices. The equation of time effect due to the earth speeding up and slowing down as it falls toward the sun from January to June, and then speeds away from July to December, is only one of the two effects. Even if the earth had a perfectly circular orbit and hence uniform speed, we would still have the asymmetry in sunrise and sunset at the solstices — due only to the earth's tilt from the plane of its orbit.

My friend and colleague, R.M Sills, a radio astronomer from U.C. Berkeley, has written a detailed explanation of this — because lots of people at work were asking — asymmetry. We can e-mail it to anyone who wants the whole explanation. It's only a few pages of trig and calculus to explain the effect. Send e-mail to varner@etec.com for a copy.

A third point. Who is the asshole who drives the blue-gray Acura with plates 'TEAMNZL'? I've had four encounters with him on the San Mateo Bridge, and he's the most dangerous driver I've ever seen. He's not doing sailing or New Zealand any good by aggravating hundreds of people on the highways each day.

Does anyone else out there have a Ranger 28? I've had mine for 15 years with no big problems and lots of fun.

Jeff Varner
Full Circle, Ranger 28
Northern California

↑↓ BRAVO TO MAX EBB

February's *Max Ebb* article zeroes in on almost every aspect of my own sailing experience to date — and starkly illuminates the aspects I wish could have come about differently.

I stood my turns at the helm of another man's very expensive Hallberg-Rassy off the coast of Oregon in 40 knots of wind

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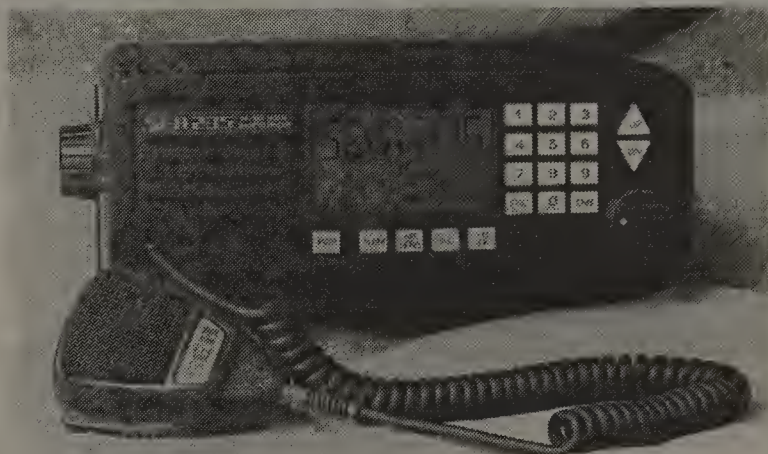
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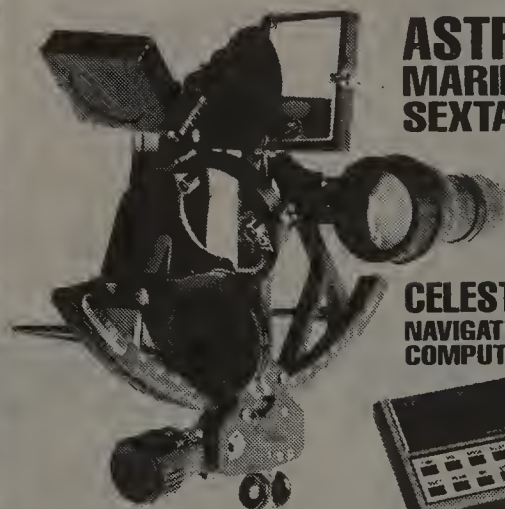
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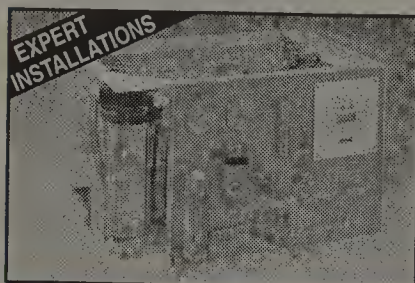
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and 20-foot seas. I know I acquitted myself honorably, because the owner offered a plane ticket for me to crew on the return trip from Seattle. Despite this, I still don't know how to sail a dinghy!

I hope Max's article will be widely read and pondered, and that people will take it to heart by acting on it.

Roy Kiesling
Santa Cruz

DEFENSELESS WITHOUT CLAWS

Since one of your readers asked about de-clawing his cat prior to setting off on a long voyage, it's time for me to rant!

In her book, *The Natural Cat*, Anitra Frazier gives an excellent description of this horrible mutilation — and the physiological and psychological trauma it inflicts on a cat. Removing a cat's claws is more destructive to the cat than it would be to chop off a human's hands and feet. A cat without claws becomes, in effect, a clubfooted animal. They must shift their weight back to the rear pads, completely altering their movement and destroying the inherent cat-like grace that helps make them so enchanting.

On a boat, this would be even worse. A cat could no longer hold on or have the agility to move through the boat in any sort of inclement weather. The cat, completely defenseless, would also lose confidence and because of the increased stress, would tend to bite more.

To each their own, I suppose. If someone feels it's necessary to chop their kids' finger and toes off to keep the house from getting messed up, then it would be consistent to get their cat de-clawed. On the other hand, there are more safe and humane — interesting word in this context, is it not? — alternatives such as 'soft paws' that can protect the interior of a boat without having to mutilate an animal. Any vet who cares about animals can tell you about such products.

End rant.

A while back you mentioned that someone had suggested you put *Latitude* in Acrobat format for use on the Web. This is an excellent suggestion. I've used Acrobat and it's easy and inexpensive. It would allow you to take your entire magazine — ads and all — and create one electronic file for use by anyone anytime. Since I assume that you create the issues entirely upon computer — with no final layout by hand — it's the easiest thing to do.

Patrick Wheeler
Richmond

Patrick — No 'hand layout' to *Latitude*? That's a whopper of an erroneous assumption! In our opinion, it's darn near impossible for a small staff publishing a large magazine to seamlessly flow into a completely digital world. We're getting there, but it's not fun.

NOT A DROP IN 19 YEARS

I simply must object to the negative letters written about teak decks! With all due respect, these complainers aren't suffering from teak decks *per se*, but from poorly built and installed teak decks. And I can't help but notice that the preponderance of complaints involve boats that were built in Taiwan.

I have an Alajuela 38 that was built, with beautiful teak decks, in Costa Mesa in 1979. Despite 19 years of use that's included many rough passages and lots of cruising, her decks have never leaked a single drop. Not from rain, not from seawater. And I can assure you that I spend precious little time on the upkeep of the decks. Furthermore, the decks haven't been recaulked yet.

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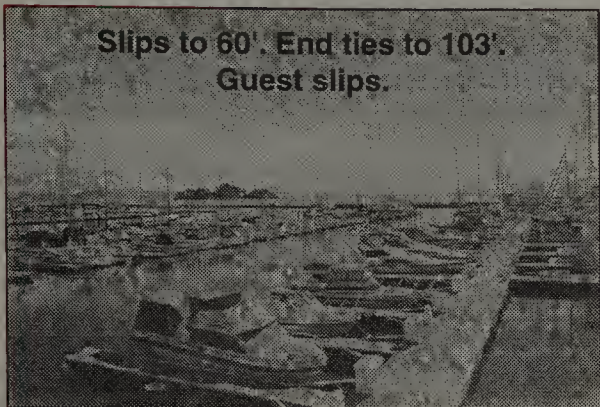
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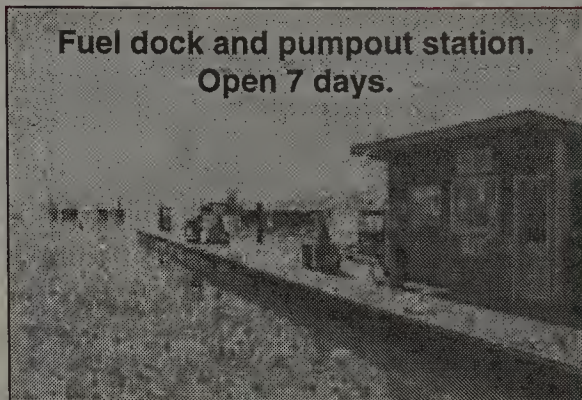
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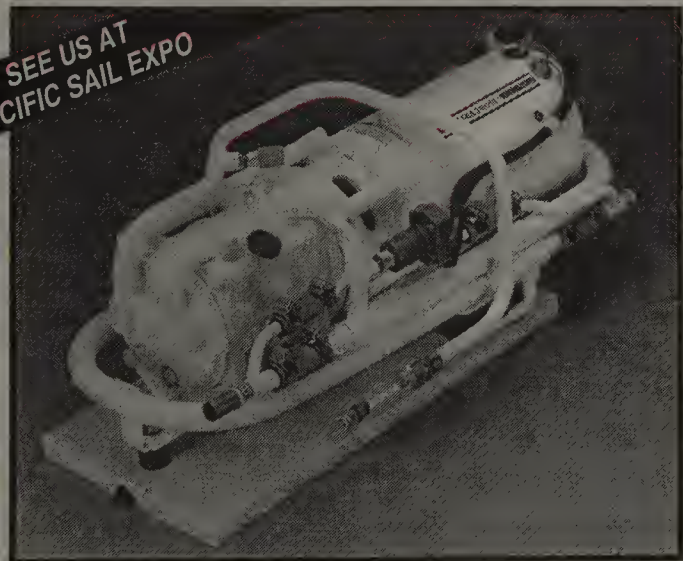
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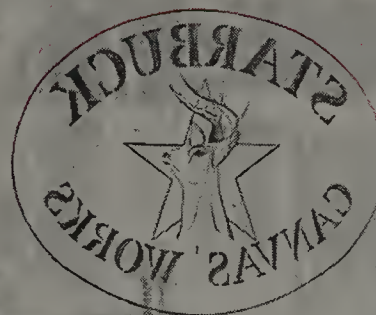
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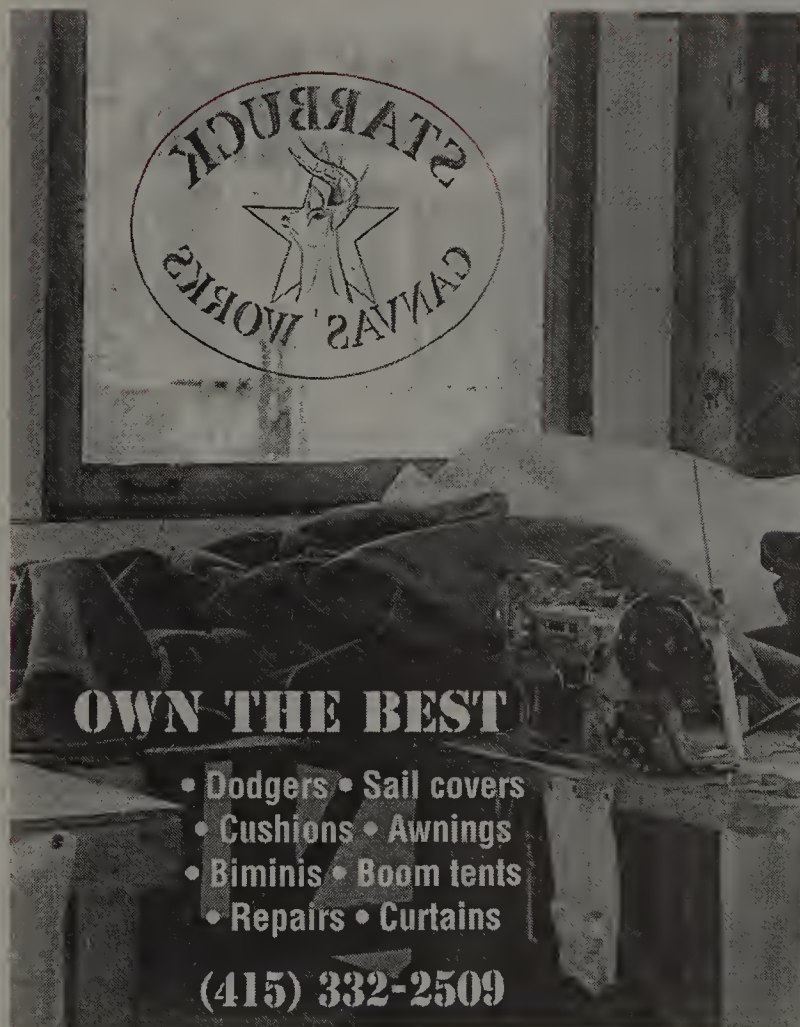
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Ryan Currán
Deborah Ann

Charleston, South Carolina / formerly San Diego

Readers — We continue to be amazed at the passion — positive and negative — aroused by teak decks.

WHAT BUSTED MY CHOPS

I want to respond to the letter from Dave Plantier, who speculated about how my wife may or may not have contracted hepatitis.

My letter was not an attempt to try to find out how my wife got Hepatitis A; my issue was with people who blatantly pump waste or say it's all right to discharge human waste into the water of places such as the Delta or San Diego Bay. Both of those places are 'No Discharge' zones — although many ignore it.

The situation I referred to involved a marina where people pumped the contents of entire holding tanks into San Diego Bay. And human waste with each time they flushed their heads. It was so bad that you could smell it! Remember, there are visitors to the area who actually swim in these waters. And believe it or not, San Diego Bay is cleaner today than it was even 10 years ago.

My wife's case was of sufficient interest that the county health department responded — and to a lesser degree the U.S. military. But what really busted my chops was a comment from a Navy Captain/Flight Surgeon, during my flight physical after I mentioned that my wife had gotten sick. "Everyone gets hepatitis," was his response.

I would never go to him again — and I don't question the civilian doctors that feel strongly that my wife could have gotten hepatitis from San Diego Bay.

I thank Plantier for his extensive research, but his assumption and statement that my wife might have Hep B is definitely incorrect. My original letter to *Latitude* was a statement of the law, not a request for medical research.

Butler Smythe
San Diego

Butler — If you saw and smelled boats dumping entire holding tanks of human waste into San Diego Bay, why didn't you do something about it? Like ask them what the hell they were doing? Like reporting it to the marina? Like reporting it to the health department?

Should anybody cause human waste to end up in the Delta or San Diego Bay? No. But should people suggest they got Hep A from San Diego Bay if it's far more likely they got it somewhere else? To our way of thinking, probably not. In any event, thanks for raising the whole subject, because as a result of it, we're going to get the new vaccine. According to the Hep A Foundation, there's a high risk of getting Hep A from food or water just about everywhere in the world but the U.S., Western Europe and Australia.

Photo: Patrick Parsons

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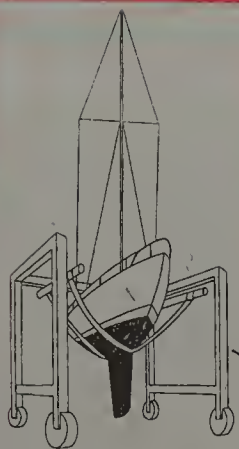
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MY WIFE WAS FURIOUS

After showing my wife Dave Plantier's letter, she was a bit furious with the presumptuous comments he made. A doctor he is not, and his diagnosis was incorrect.

My wife wanted me to point out that, yes, you can get Hep A from the water of places like San Diego Bay, and that the Navy SEALS are well aware of that. The SEALS used to get gamma globulin shots on a regular basis, but have since gone almost exclusively to Haverix, a product which prevents Hep A for the long term.

What Plantier left out of his dissertation was that children often do not show signs of the disease, and as adults won't know they have had it until they go to give blood — at which time they'll be told they can no longer give. This can come as a surprise.

I wonder how many surfers have had Hep A, especially those that surf in the winter months when the Tijuana River effluent moves its way up to Imperial Beach in San Diego.

San Diego Bay does not flush very well, and the winter months are known for rain, direct discharge of sewers, runoff from city streets, trash and garbage from dumpsters — all of which ends up in San Diego Bay. This also includes boat discharges. Heck, one section of San Diego Bay's bottom is going to be capped to cover an area of high PCB content, and vessels will be restricted from anchoring — forever. A product of one of our environmentally conscious companies — not! San Diego Bay is, in fact, one of the top five most polluted bays in the country. The Coronado Cays — \$\$\$ — in the South Bay was once the town dump for Coronado.

How much human waste that gets into San Diego Bay is not the question, just allowing it to get in is.

Butler Smythe (again)
San Diego

Butler — Oh boy! We don't think your wife has any reason to be furious with Plantier. We thought his letter was extremely informative — and respectful.

YOUR FIRST DEFENSE AGAINST BROACHING

In the *Sightings* piece describing the loss of a Rhodes 19, *Sisyphus' Last Ride*, the author states that "it's tough to say what would have saved *Sisyphus* in the end." I beg to differ. I think common sense and good seamanship would have prevented the loss. Having spent countless hours teaching performance-oriented sailing classes in performance keelboat/sailboats, I can think of a few specifics that would have saved *Sisyphus*.

1) Don't fly a spinnaker from a swampable boat in questionable conditions. Sailing a Rhodes 19 in 18 to 20 knots of wind with lots of chop seems a little dicey. Once you get a few hundred gallons of water in a Rhodes 19, you're done for the day. So smart skippers view a bad broach about the same way as they do a sinking.

If a skipper still wants to ignore my first point, then the following points may lessen the risk of sailing in heavier conditions.

2) In planing conditions, keep the boat planing. Everybody who has planed in a small sailboat has experienced the accompanying floating sensation; things seem to lighten up as the load on the rigging dissipates with increased boat speed. Unfortunately, if there is a sudden drop in boat speed caused by, say, the bow digging into a wave, the result is severe shock-loading to the rig. If not anticipated and dealt with appropriately, these loads usually lead to some sort of 'wipe out'. Although it's not possible to keep most boats on a plane indefinitely, sailing fast is your first line of defense against broach-

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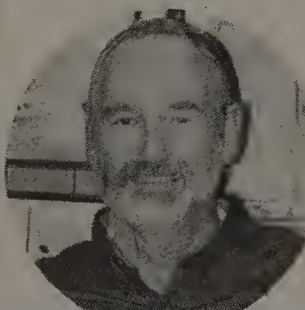
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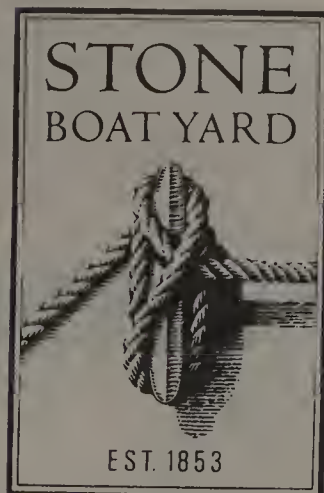
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ing. Every effort should be made to keep the boat moving quickly and efficiently through the water.

3) Keep the boat planing by keeping weight aft. Common sense dictates that weight positioned in the back of the boat helps reduce the chance of pushing the bow into the back of the wave in front of you. If you have any doubt about this, just take a look at crew positions on any planing boat during a heavy air race on the Bay. In planing conditions, you'll note that the crews of boats like J/24s and Melges 24s almost fight to get behind the traveller. So walking on the foredeck of a boat like a Rhodes 19 in heavy weather is similar to, maybe, 'walking the plank'.

4) In a boat less than 24 feet, if you have to stand up to do anything besides jibe the spinnaker pole, you're either doing it wrong or your boat is rigged incorrectly. In my teaching experience, I've noticed that people have an 'America's Cup attitude', where they feel the need to stand up and run around to solve problems. Acting like an America's Cup bowman on a small boat is a sure way to prevent you from attaining and sustaining point #2. Having sailed a Rhodes 19, I know that the jib can be brought down without sending a person to the bow. It may not be pretty and the jib may get wet, but sending a person to the front of a Rhodes 19 is simply unnecessary.

5) Don't worry about the damned jib in the first place. Unless you're racing at the highest level or the wind is very light and variable, a small jib eased out completely and allowed to luff doesn't affect spinnaker trim enough to justify sending a person to the bow of the boat. In fact, many novice sport boat sailors keep the jib up for backwinding to bring the bow back off the wind in case of broaching caused by conditions described in #2. Had the jib been left up on this Rhodes 19, the boat may have been controlled more easily after the catastrophic broach.

I hate to add distress or further pain to the people who undoubtedly love to sail and placed an exceptionally high value on their beautiful boat, but I believe that addressing the causes of this accident will prevent the possible loss of life and the loss of beautiful boats in the future. This accident didn't need to happen.

Adam Pelletier
San Diego

↑↓SHE WAS BURNED AS PART OF A CARNIVAL

I enjoyed your January issue, but wish to point out a small error in the Gold Miner's Navy article. The photograph of the Naval vessel on pages 134-135 identifies her as being the USS *Portsmouth*. The vessel pictured is actually the HMS *Rose*, a replica of an 18th century Royal Navy ship that was originally built in 1970 and then extensively rebuilt in 1985-87. She is one of the prizes of the American sail-training fleet, and as such deserves to be recognized as herself. However, she has no connection with California or the Gold Rush. The original *Rose* was built in 1757, almost 90 years before *Portsmouth*. She was scuttled by the British during the American Revolution.

The United States Sloop of War *Portsmouth* — the designation 'USS' was not used until closer to the Civil War — was built in Portsmouth, Maine, and launched in 1843. She was one of the last U.S. Navy ships built to be powered exclusively by sail. She was commissioned in 1844 under the command of Commander John B. Montgomery, and sailed on her maiden voyage to the Pacific later that year.

Portsmouth was stationed in San Francisco Bay in May of 1846 when news of the War with Mexico arrived. Her crew captured — without resistance — the town of Yerba Buena (the then-name for San Francisco) on July 9, 1846, making San Francisco a part of the United States. Portsmouth Square in Chinatown is the site of the Mexican Custom House where the

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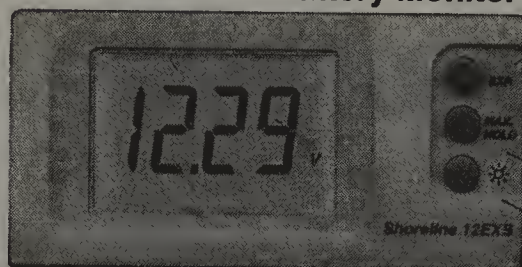
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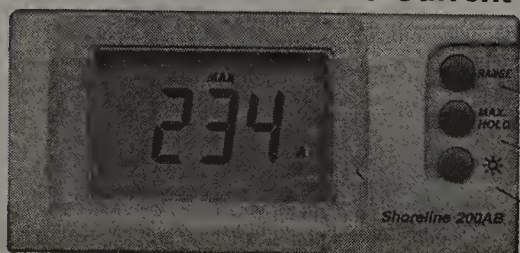


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flag was raised, and Montgomery Street was named in honor of the ship's commander.

Portsmouth was given to the City of San Francisco upon her retirement in 1910, but the money to refit her and sail her back from the East Coast was never raised. On September 6, 1915 she was burned at Governor's Island in Boston — as a part of a carnival.

Gordon Worley
worley@ns.net

VERSE FIT FOR LATITUDE

In response to the request for a limerick incorporating Sausalito, two sailing lasses, drippy fog, an Express 37, a Cal 20, the Potato Patch, varnishing, a singlehanded sailor, Pusser's Rum, a flogging jib, a GPS, Point Blunt, and a broken water-maker, here goes:

*A lone sailor out of Point Blunt-ie
set sail, though he was rather runty;
At two sailing lasses
he tried to make passes
with his rundown and battered Cal 20.*

*These lasses appeared just like heaven
in their brand new Express 37;
he told them a fib
'bout his "big" flogging jib,
and he said, "By the way, the name's Devon."*

*He said "I'm a crusty old salt;
My dad was a captain named Walt."
He varnished the truth
(He came from Duluth!
But truly, that wasn't his fault!)*

*In the drippy fog off Sausalito,
wearing only a pink and green speed-o,
his GPS fell
in unusual swell.
(He began to wish he was in Lido!)*

*He slipped and broke open his hatch,
on his way to the Potato Patch.
His watermaker, he broke,
and of rum he soon spoke
"Good old Pusser's, I've not met it's match!"*

Shawn Cooley
Landlocked in Cupertino

Shawn — Don't quit your day job, but we can tell that we're beginning to zero in on some culture.

THE STRANGEST ONE YET

Please review the enclosed in response to your request in the February 1998 issue for limericks:

As a reply, Please allow me the 'latitude' of submitting not one, but three entries in your ersatz limerick contest. It gave me something to do while the winds of February poured forth.

- 1) Two Sausalito sailing lasses with Pusser's Rum a'plenty,
Sailed into drippy fog on an Express 37 and a Cal 20.
One's flogging jib took a varnishing in the Potato Patch:
Th'other's GPS navigated Point Blunt — with a catch:
Her broken watermaker came with a singlehanded sailor
gentry.

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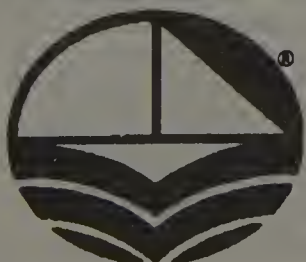
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2) Two Sausalito sailing lasses once varnished
an Express 37, a Cal 20, and a singlehanded sailor-tarnished:
Distillin' Pusser's Rum got his watermaker broke,
Drippy fog off Point Blunt gave his GPS a good soak;
But 'twas his floggin' jib that the Potato Patch garnished.

3) There once was gent from Tibet,
And this is the strangest one yet:
His gaff was so long
And pointed and strong
He could bugger six Greeks en brochette.

What? You can't publish the third one? Well, that just shows you. And I thought that yours was a high-class literary magazine.

Ethan Hay
Planet Earth

Readers — This is what happens with poets: you ask for one limerick and they try to get you to publish three — one of which can't even stay on the subject.

↑↓COLUMBIA YACHT OWNERS UNITE!

As you know, Columbia Yachts has been out of business for quite a while, so there is no factory support for boatowners. So how does a Columbia owner find parts or learn about the strengths and weaknesses of these boats? Many turn to the internet. A couple of us took note of this activity and decided to do something about it:

First, Mike Keers recently began publishing *C-Nuz*, a newsletter for Columbia owners. It's a not-for-profit venture that provides a traditional forum for sharing information and telling sea tales about Columbias. Keers threatens to publish issue #2 any day now. He can be contacted at P.O. Box 68, Hereford, Arizona, 85615-9316. Or by e-mail at: emkay@sinosa.com.

Secondly, I started a website for owners of Columbia built boats. Its main purpose is to be a repository of Columbia Yacht information, but I've included an owner's registry, a page for owners seeking or selling Columbia boats or parts (no charge for listings), and more. The URL is <http://www.monumental.com/ewhite/columbia.html>.

Finally, just over a week ago Sailnet began hosting a Columbia mailing list. We're already up to 40 members and information is beginning to flow. There is no charge to join the list. Go to Sailnet (<http://www.sailnet.com>) to sign up.

Please help us to get the word out to other Columbia owners as there is a veritable gold mine of information about these vessels locked up in people's heads and this 'wealth' needs to be shared.

Eric White
Binary, 1964 Columbia 24
Galesville, Maryland

Eric — It's hard to comprehend how many different models were built under the Columbia brand. We can remember the following sizes: 22, 23, 24 (several models), 26 (several models), 28 (several models), 29 (several models), 30 (several models), 31, 32, 34 (several models), 35, 36, 38, 39, 40, 43, 45, 50, 52, 56, and 57. And we're certain there were several others.

We did the New Year's Eve Regatta at St. Barts to end 1997, and out there with Adela, Endeavour, White Hawk, Destiny and all the other magnificent yachts was a Columbia 57. We passed her while beating around the windward side of the island, but the old Bill Tripp (Sr.) design had been all buffed up, sported new sails, and looked every bit a 'plastic classic'.

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Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

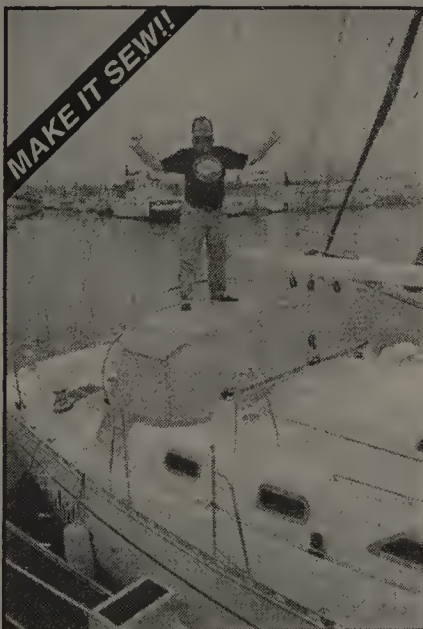
Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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LOOSE LIPS

Romance on the Bay.

Beverly Marin and Harvey Rifkin aren't the first to be married on a sailboat, but they're the first to let us know about it



Knot-tying: Beverly, Harvey and Captain Jim.

this year, so we've named them Valentine Couple of the Month. The nuptials actually took place way back in September aboard Rifkin's 45-ft *Tranquilo* in Sausalito. The 12-member wedding party included four of the couple's five children, including 19-year-old Ben Rifkin who helmed the boat during the ceremony. Captain Jim Nolan pronounced them man and wife. Congratulations!

Titanic role.

Has *Titanic* out-grossed the GNP yet? At this writing, it was the third-largest moneymaker in film history and still Number One at the box office. If you have not seen the movie, it has our hearty recommendation — excellent on all counts and the most historically accurate nautical-theme movie we've ever seen. When you do see it — or if you have — you will appreciate the awesome sets and incredible realism throughout. We were particularly impressed by the footage of the engine room in action. We knew it wasn't 'virtual' imagery, but we couldn't imagine that even with *Titanic*'s titanic budget that such a set could be built. It wasn't. We've since learned that the massive cacophony of whirling machinery in the movie belonged to the main engines of the Bay's very own *Jeremiah O'Brien*, the World War II-era liberty ship docked at Pier 32.

Wanderer re-issued.

After an absence of nearly 15 years, Sterling Hayden's *Wanderer* is being re-published. The paperback edition is due out this month.

At its initial release in 1963, Hayden's autobiography was surrounded by controversy. The author was at the peak of his earning power as a film star when he suddenly just walked away from Hollywood and a shattered marriage and went to sea. Defying a court order, he sailed the schooner *Wanderer* to the South Seas with his four children aboard. Upon his return, a judge called the stunt "a regrettable incident." Hayden called it "the best year of my life." Hayden remained bigger than life until his passing in Sausalito in 1986.

A message from the Treasure Island YC.

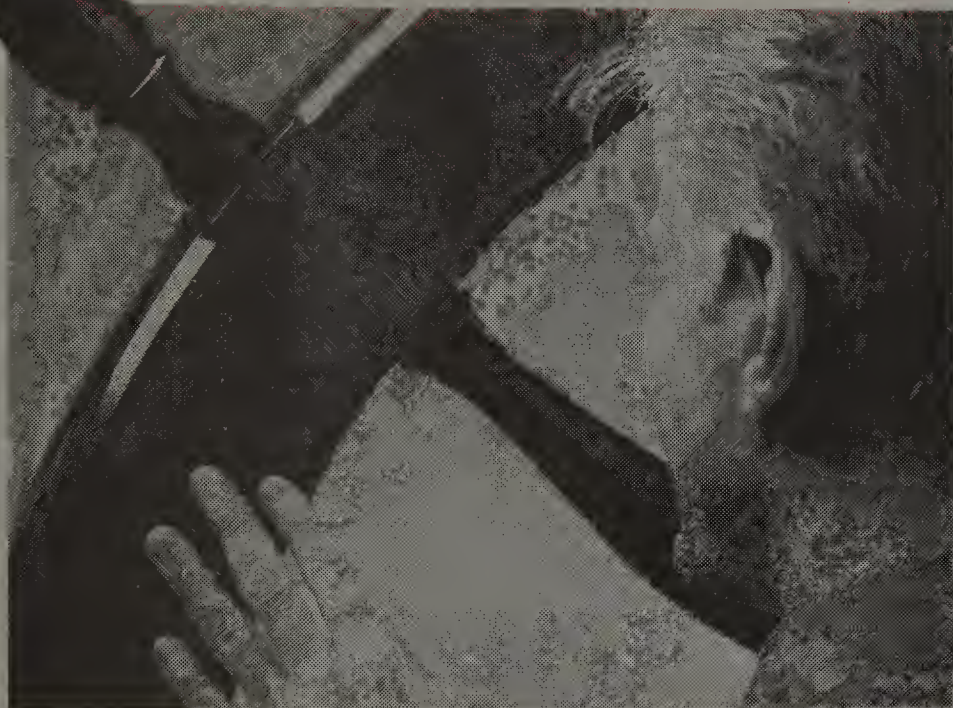
Hello out there. This is a message to the many yacht clubs and individuals who have been writing and calling as to our situation.

We are still a viable club, active in PICYA and YRA. We still maintain and honor reciprocal priveleges with yacht clubs around the world. We are involved in all the activities of the past with the exception of greeting other yacht clubs on their cruise-ins. We hope the day will soon come when we'll be back in our little building and able to greet, wine and dine you again.

The other significant change: TIYC membership is now open to everyone. We are no long an exclusive military yacht club.

—joyce walters, club manager

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LOOSE LIPS

Sailing was my father's life.

Howard Robinson was born in Massachusetts in 1917, but always considered himself a native Californian. His family moved to Alameda when he was 4. He later lived in San Leandro.

Howard, my father, came to sailing in 1961 after building an El Toro for me. He ordered the plans and spent many hours in the garage building #3158, and later a second boat for himself. Since no one in the family knew how to sail, it was off to Lake Merritt for summer sailing lessons. It was there that sailing became a way of life. Our family joined the Lake Merritt Sailing Club and soon became very active. While my mother, Edna, spent hours working on race committees, Dad and I were off racing. Weekends consisted of driving to races and invitational regattas; summer vacations were trips to Nationals.

Howard held several offices in LMSC before and after his year as Commodore in 1970. Howard and Edna were also active in numerous other sailing organizations around the Bay, including the El Toro Association, the Bullship Committee, SBRA and SYRA. For my father, one of the most exciting sailing moments was winning the Bullship in 1979. One year later, his sailing activities were curtailed by a stroke which left him partially paralyzed. This limited only the scope of his sailing; it certainly didn't keep him away.

I'm not sure if it was our competitive drive or the sailing itself that so captured the interest of our family in the early years. But I do know that it was the many friends my parents and I met through sailing that made it special. When I look back to Friday night barbecues at Lake Merritt, Clear Lake SBRA, the National, Pinecrest Regatta — the list goes on and on — I think of the fun and hospitality we had with our sailing friends. My father was lucky enough to celebrate his 80th birthday December 19 at Encinal YC. He passed away December 27. His memory lives on in the smiling faces of those who enjoy small boat sailing as much as he did.

— sue (robinson) suhling

NMMA against MTBE.

The National Marine Manufacturer's Association, which represents major U.S. recreational marine engine and boat manufacturers — announced January 30 that it will ask federal and state officials to allow oil companies to make clean-burning gasoline without the controversial additive MTBE.

"Several California water agencies are so concerned about MTBE that they propose to ban many boats and other watercraft from some of California's most popular lakes," notes NMMA vice president of government relations Mick Blackstone. "We believe the answer to the MTBE problem is to ban the use of MTBE, not punish families and cripple the recreational industry through bans that won't stop MTBE from polluting our waters anyway."

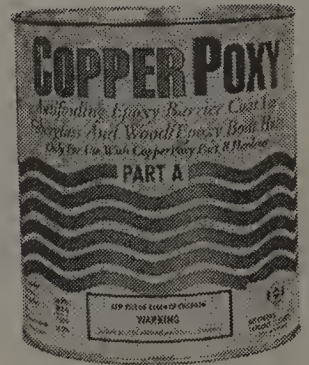
From our understanding of the complex MTBE issue, he's right. An ether compound, MTBE has been added to California gasoline — ostensibly to make it burn cleaner — since 1990. Although State air pollution has improved, independent studies have showed that MTBE is at best a minor player in the reformulated gas. In other words, for all practical purposes, the gas burns just as clean without it. The unforeseen dangers of MTBE are that 1) it causes cancer of just about everything in rats and 2) it dissolves readily in water and does not biodegrade. An estimated 43 tons of this stuff spews out car exhausts every day, and when it rains, it gets washed into our ground water and, eventually, into our water supplies. Boat engines play a relatively small role in the MTBE cycle.

Several deep wells in the state have already been shut down

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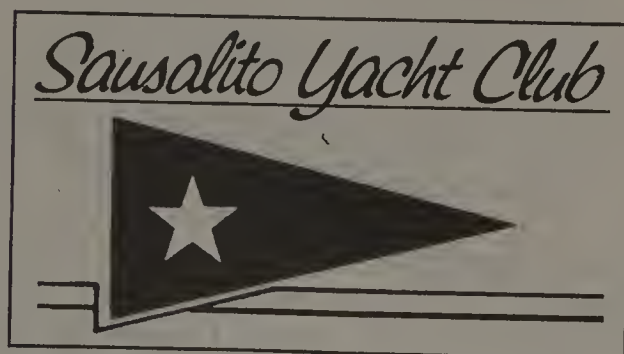
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LOOSE LIPS

because of MTBE contamination and folks, it's only the tip of the iceberg. The only encouraging news is that the state is five months into a 15-month study of MTBE's safety and environmental effects. Let's hope nobody buys them off before they come to the only conclusion they can: get rid of the stuff.

Helmut's 10th.

"It feels like the American Dream come true all over again!" Those were my final words during an interview in January of 1992 when we opened our then-new location on Canal Street in San Rafael. And a dream it was . . . and sometimes a nightmare. Today Helmut and I can't believe it's been 10 years. Time does fly when you're having fun!

Some memories of the last decade:

- When we opened our doors on March 1, 1988, the other dealers said, "What do those kids want in San Rafael?" Those other dealers have become friends over the years.

- When we thought, "We don't need all that American stuff like accepting credit cards, computers and 800 numbers..."

- The call from Volvo Penta naming us their largest U.S. dealer.

- How sad Helmut was when he had to exchange his Volvo overalls and wrenches for an office and a laptop. (He still secretly turns wrenches whenever he has the chance.)

- How the recession in the marine industry happened right after we moved into larger quarters.

There are many more memories, most wonderful, some sad, but all of them helping to build what Helmut's Marine is now. Through it all, we have worked hard to keep sight of our original goal: Treat the customer like you would treat your best friend. We thank all our friends and customers, and invite you to come by in March for a hug, a smile and a personal 'thank you' from all of us.

— *helmut, lisa and the crew*
helmut's marine services

Tidal correction.

In the ever-expanding tide of explanations that have been flooding in from readers about why tides behave like they do, one of the best explanations was by Laird Henkel of Santa Cruz. It ran in last month's *Letters* section. Within days of publication, Laird notified us of one erroneous number that appeared in that letter. So if you're keeping track of all this ebb, flood and high-tide-at-noon-in-Tahiti stuff, be sure to throw this into the mix.

"The second to last paragraph begins, 'Actually, 111 tidal constituents have been identified,' writes Henkel. "I believe the correct number is 309 tidal constituents."



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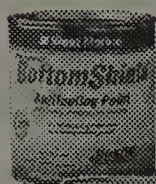
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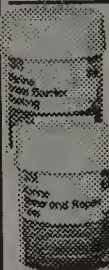


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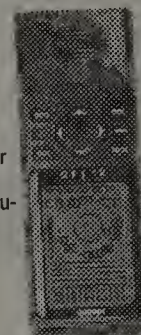
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SIGHTINGS

dumb and dumber

Some people will do anything — no matter how irresponsible and stupid — in order to get a laugh. Unfortunately, this includes falsely trashing the reputation of cruisers.

In the February issue, we published a letter signed by Bob Goldstein of the Seattle-based *Unruly*, then in Mazatlan. The author claimed that he caught lobster after World War II by throwing leftover explosives into the water. Complaining that this was no longer possible because of "green freaks", he bragged that he now used a more effective technique in Mexico — stunning the lobster with a 50% bleach solution.

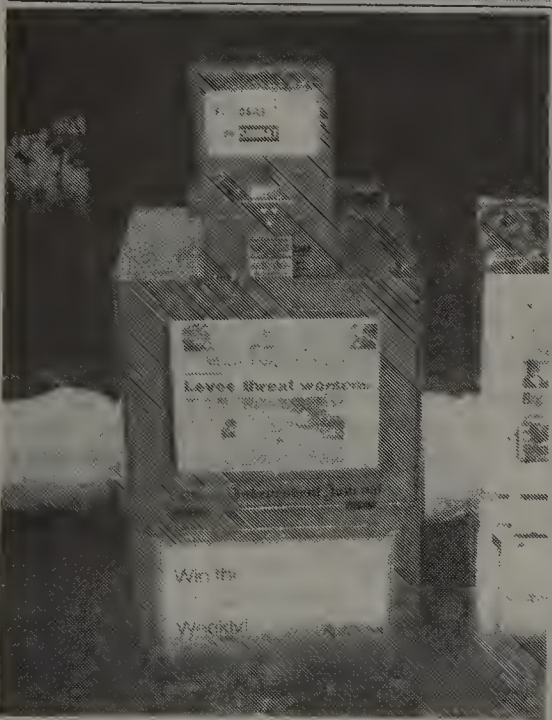
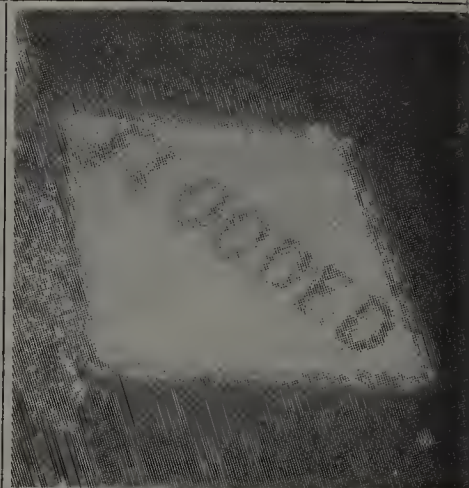
We at *Latitude* had no reason not to believe the letter. Although killing fish with explosives and poisons is incredibly stupid, people have done it in the past and a few continue to do it today. The hot way to catch tropical fish for aquariums, for example, is to stun the fish

continued on outside column of next sightings page

how high's the

If there's been a wetter month in Bay Area history than February, 1998, we don't remember it. It couldn't have been this wet when Noah was building the arc.

Of course, the Bay wasn't the only place to feel the effects as storm after storm assaulted the West Coast. If you live anywhere south of Puget Sound (which has apparently had a comparatively dry, mild winter so far), you're well acquainted with the scores of storm-related dramas stretching all up and down the California Coast, from battered beach houses in Malibu to sliding mountain-



water, mama?

sides in Rio Nido. At last report, the snow-pack in the Sierra (well, at least Tahoe) was 18 feet deep, which means runoff may play havoc with tides well into summer.

Speaking of runoff and havoc, most of the photos on this page were shot on what was arguably the wettest weekend of all, February 7-8. Year-high posted tides of 6.5 feet actually crested *two feet* higher, due to a rare concurrence of runoff, southerly winds, lots of rain and who knows what else. No matter who we ran into or talked to that weekend, they all

continued middle of next sightings page .

dumb — cont'd

with a powerful ammonia or cyanide solution. Once stunned, the most valuable survivors — assuming there are any — can be collected with ease.

Word of this cruiser's apparent eco-terrorism quickly got around. It began when we placed calls to Russell Long of Earth Island Institute and some other environmental activists in an attempt to find out how widespread the practice might be. As such, word of this outrageous cruiser behavior is now in the environmental community pipeline. But that was just the beginning.

Since the February *Latitude* issue was distributed, well over 100,000 people — most in the United States, but some as far away as the South Pacific and the Caribbean — are now under the impression that at least one arrogant West Coast cruiser thinks nothing of poisoning the

continued on outside column of next sightings page



Stormy weather (clockwise from below): surf up's up near Sausalito's Spinnaker Restaurant; rockin' and rollin' at the Sausalito YC; the headline reads "Levee Threat Worsens"; rafting down Gate Five Road; the launch ramp at Clipper Yacht Harbor; sign of the times; Santa Cruz Harbor entrance; Josh Pryor on a piece of Pier 60. "Watch where you're going in the South Bay, says Josh, skipper of the charter boat 'Ruby', "There are pieces of that pier everywhere."



COURTESY JOSH PRYOR

ALL PHOTOS JOHN BAIER EXCEPT AS NOTED

dumb — cont'd

ocean to get his lobster fix. And we can well imagine the clipping, highlighted in neon yellow, pinned to the walls of government offices throughout Mexico. If the past is any indication, the item might even be picked up by other sailing publications around the world.

The only problem is that the letter was a hoax, perpetrated by a Northern California-based sailor now cruising Mexico. Boy oh boy, he really made fools out of *Latitude*, didn't he? And so what if he trashed the reputations of thousands of cruisers around the world in the process — it was so damn funny it had to be worth the yucks.

On behalf of cruisers around the world who make an extra effort each day to protect the environment, we'd like say to you, Mr. Funny Guy: "Thanks, asshole."

We don't particularly mind being played for the fool, and we like harmless practical jokes as much as the next guy. Once, during the heat of the O.J. frenzy, for example, we joined a charter group aboard *Big O* in the San Blas Islands of Panama. Knowing they hadn't been able to keep up with the news, we casually let it drop that O.J. had confessed. It caused an uproar. We let it go on for about 10 minutes — making sure the hoax wasn't passed to another boat — before we told everyone we were pulling their legs. No harm done.

Unfortunately, Mr. Funny Guy and a couple of friends decided that it would be a *really* great inside joke if they never let on that it was a hoax, thereby allowing the damaging information to spread unchecked. By now, of course, there's no effective way of retracting it.

You can't help but wonder what other hilarious yucks Mr. Funny Guy will think up next. Perhaps he'll tell some cruisers that their kids were killed in a car accident, then hang out near the phone booth to watch their expressions when they learn he was just kidding. Oh, lordy, wouldn't that be hysterical! Or perhaps he'll plant a couple of joints on somebody's salon table — and then call the Mexican police. That would be really hilarious, wouldn't it?

We've always advised everyone to not believe everything they read. It's good practice not only in general, but with *Latitude* in particular, because we often have to rely on the honesty and accuracy of first and sometimes even second-hand accounts. Given the nature of the subject we cover, it's frequently impossible to get reports corroborated. We exist on trust. Which is why it was the easiest thing in the world for a comic genius like Mr. Funny Guy to play us — and more importantly, our trusting readers — for chumps.

What to do now? It's been suggested that we institute an annual award in Mr. Funny Guy's real name (it's not Bob Goldstein, by the way) to honor the jerk or the event that has done the greatest disservice to the cruising community. Frankly, we're not too crazy about negative stuff like that. But while we mull it over, perhaps Mr. Funny Guy will want to avail himself of the opportunity to apologize to cruisers, whose reputation he's so cleverly besmirched.

going for the other gold

While Jonny Mosely, Tara Lipinsky and Picabo Street were mining for gold last month in Nagano — and Monica Lewinsky and Paula Jones were digging for the same in Washington, DC — four boatloads of athletes have been quietly 'going for the gold' half a world away in two of the toughest sailing events ever devised. Three of the boats — all thinly-staffed French BOC 60s — are currently engaged in the Gold Race, a 13,900-mile dash from New York to San Francisco that started on January 17. The other boat is involved in an even more solitary pursuit — Englishwoman Tracy Edwards and an all-woman crew are a month into the latest Trophee Jules Verne (around the world in under 80 days) record attempt. Here's a brief look at each of these ongoing events.

Yves 'ET' Parlier and his three-man crew of *Aquitaine Innovations* are taking no prisoners in the Gold Race. They've led the mostly reach-

continued on outside column of next sightings page

high water

had the same appraisal: "This is the highest I've ever seen it." We also heard, during one particular deluge, "This is the hardest I've ever seen it rain anywhere in my life." That from the Wanderer himself, who has seen lots of rain in his travels.

Damage was inevitable, although from what we gathered, it was minimal at the recreational boating level. A few marinas had dock damage, a few boats tore loose, a few sank. But for the most part, marinas and boat owners had heeded the



— cont'd

warnings of experts and prepared well for El Niño's onslaught.

We wish we could tell you it's all over. We've never been so sick of water in all its various forms in our lives, and imagine many of you out there feel the same way. ("Forget skiing!" noted one voice in our office. "After this issue, I'm going to Death Valley!") But the official word from the National Weather Service is that 'wetter than normal' conditions may continue through May or even June.

gold — cont'd

ing race from the get-go, crossing the Equator after just 11 days and then arriving at Cape Horn in 28 days, 8 hours. They averaged 10.2 knots on the 6,895-mile leg from New York to the Horn, arriving two full days ahead of Isabelle Autissier's *PRB*. Christophe Auguin's *Géodis*, which has been a disappointment so far, rounded 17 hours after *PRB*. Conditions at the fabled turning mark ranged from calm and sunny for *Géodis* to borderline insane for *Aquitaine*. Said Parlier, "I have never seen such a wind before. In the heart of the gale, I was helming the boat windward. Suddenly, I saw a dark line on the horizon and I told Thomas Colville (one of the crew) to get down the mainsail, which was already triple-reefed. The wind anemometer indicated 66 knots, and I

continued on outside column of next sightings page



Spread, Yves Parlier's 'Aquitaine Innovations' enjoys a comfortable lead in the Gold Race as we go to press. Above, 'RSA' crewmember Emma Westmacott skippers private yachts when she's not racing around the world.

gold — cont'd

was forced downwind under the sole storm jib."

During the storm, *Aquitaine* broke or lost all but one batten, which could hamper their boatspeed on the 5,652-mile slog north to the Golden Gate. Winds were light leaving the Horn, but the fleet is now charging happily downwind towards the Doldrums and the Equator. Parlier is about 500 miles ahead and needs to average only around 9 knots over the remaining race track in order to arrive before March 20, which would break Autissier's previous record of 62 days, 5 hours, 55 minutes. The record is definitely within his grasp — check the race's website (www.goldrace.com — click on the 'English version') for updates or the full story. Check our website, latitude38.com for updates on exactly when the three boats will cross under the Golden Gate. (We urge everyone to go out and cheer them in.) The three state-of-the-art BOC 60s will be berthed at the Corinthian YC after the race — a visit well worth making if you've never seen one of these wild-looking beasts.

Meanwhile, skipper Tracy Edwards and 10 other women are sailing their 92-foot catamaran *Royal & SunAlliance* (ex-*ENZA*) just slightly off the pace set by Olivier de Kersauson's 90-foot trimaran *Sport-Elec*, which set the current world circumnavigation record of 71 days, 14 hours in May, 1997. Edwards and her squad waited nearly two months for a good weather window before meteorologist Bob Rice sent them charging out of Ushant, France, on February 3. After 19 days, the women have covered 5,796 miles at an average of 12.7 knots, and are running 123 miles behind where they need to be to break Kersauson's daunting record. An area of high pressure is currently forcing *RSA* away from an ideal course to the Cape of Good Hope, obviously not a promising development. But the boat is in good shape, the women are in fine spirits, and all aboard know that the *real* race — the journey through the Southern Ocean — is still to come. Their website (www.rsachallenge) contains daily updates, as well as interesting excerpts from the crews' journals.

If you don't have internet access (what? doesn't everyone by now?), check back next month for a wrap-up of the Gold Race and an update on *RSA*'s progress.

the loss of *dos lobos*

Sunday, February 15, started out a beautiful day. And as you'll see in a photo feature later in this issue, for most boaters it stayed that way — an oasis of sunshine in an altogether dreary month.

For one group of friends, however, February 15 will always be a day to look back, mourn the loss of a good boat, and give thanks they lived to sail again.

This story goes back to last December, when brothers Wayne and Robert Lowrance decided to buy a boat, a 1979 Islander Peterson 40 they named *Dos Lobos*. They were the fourth owners of the boat, which started life as an active Bay racer called *Hard 'n Fast*. But the brothers and a couple of good friends, all experienced sailors in their early 50s, weren't much interested in competition. They hoped to cruise the boat — first stop, Hawaii in the year 2000.

Wayne, of San Rafael, and Robert, who lives in Los Gatos, have sailed since the '70s, working their way up through several smaller boats and doing some coastal cruising with friends. With *Dos Lobos* in many ways representing their 'ultimate' yacht, they dived into sailing her with enthusiasm. "There hasn't been a weekend go by since we got the boat that we didn't go out at least once," says Wayne. That meant rain or shine for these intrepid sailors, who recall a Saturday earlier in the month when they were the only sailboat out, reefed down and sailing through the teeth of a hailstorm! "We couldn't be just fair weather sailors," notes Lowrance, "because there wasn't any."

They also ventured outside the Golden Gate if it didn't look too gnarly, and prudently turned for home if it did. Before the 15th, the farthest

continued on outside column of next sightings page

and in

We don't know about the rest of you, but we've always hated rubbing sunscreen on our faces. To us it feels about as pleasant as it would be to scrub our faces with greasy french fries. If you care as little for sunscreen and other lotions as we, you'll be somewhat heartened to learn that according to the most recent study out of the Sloan-Kettering Cancer Center in New York City, sunscreen doesn't do anything to prevent skin cancers. It will keep your skin from burning and prevent premature wrinkles, but it will not prevent skin cancers.



medical news. . .

The three most common kinds of skin cancers are squamous cell carcinoma, basal cell carcinoma and melanoma. The first two don't spread very quickly and can usually be cured. Melanoma, on the other hand, is a real killer once it spreads. Fortunately, if detected early — usually as an irregular mole — melanoma can also be cured in most cases.

Despite this recent study — as well as a previous one that suggested people who used sunscreen actually got skin cancers slightly more often — most dermatologists

continued middle of next sightings page

dos lobos — cont'd

they'd gone out was about halfway to the Farallones before the seas turned really nasty and they turned back. The method behind this seeming madness was to push the envelope; to test the boat and train themselves for the ocean crossings to come. Up until mid-month, it was working splendidly. Each foray gave them new confidence in themselves, and particularly in the boat, which time and again proved herself strong and seaworthy.

On Saturday, February 14, Wayne, Robert and two friends, Tom Peterson from Marinwood and Larry Beck, a high school pal now living in Tucson, spent the day sailing the Bay. "We stuck our toes out the Gate, but it was too rough," says Wayne. That evening, they anchored at Angel Island's Ayala Cove and talked about the voyages to come over dinner.

continued on outside column of next sightings page



We don't like to brag, but 'Latitude 38' is fat-free, non-greasy and has been clinically proven to block 99% of the sun's harmful rays.

JAY RAMOS

SIGHTINGS

dos lobos — cont'd

Early the next morning, they motored over to Sausalito to fuel up, then headed once again for the Gate, passing under the bridge about 8:30 a.m. This time, though a large swell was still running, it was sunny and windless outside the Bay. They took a quick vote and decided to head for Half Moon Bay under power.

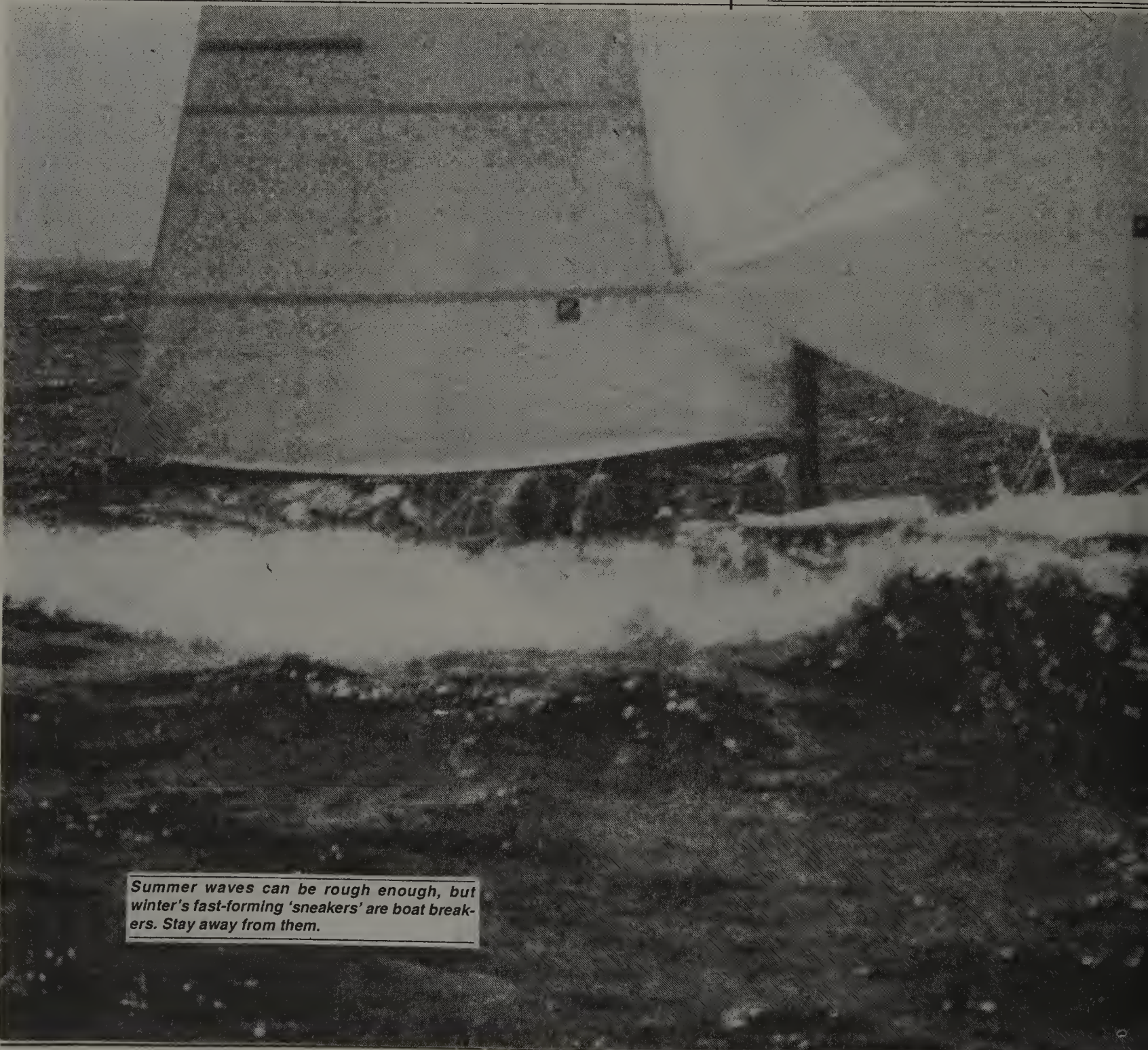
Everything went fine until the boat was about an hour south of the channel. "We looked ahead and saw whitecaps," says Wayne. A little while later, they noticed whitecaps behind them too, and to seaward. Still, for a while, they carried on — which in retrospect, says Lowrance, was their biggest mistake.

By the time they turned around and started back for the Bay, there were breaking seas all around them, despite being 2 miles offshore

continued on outside column of next sightings page

sunscreen

strongly recommend the continued use of sunscreens. For one thing, most don't believe the results of the recent study or think sunscreens haven't been around long enough to have fully demonstrated their anti-cancer effects. As one doctor pointed out, it might take more than 20 years after excessive sun exposure for a melanoma to develop, so there hasn't been enough time to accurately determine how well they may or may not work. Secondly, the study which suggested that those who used sunscreen were more likely to get



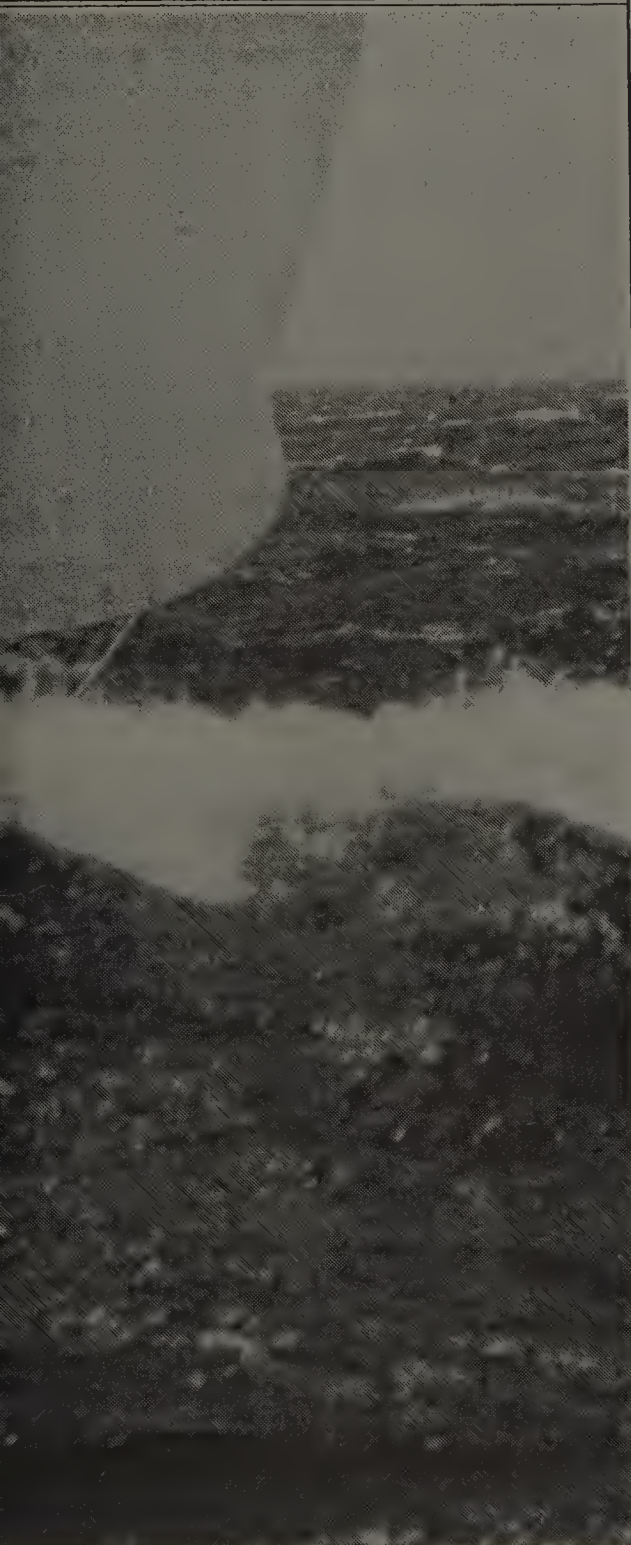
Summer waves can be rough enough, but winter's fast-forming 'sneakers' are boat breakers. Stay away from them.

— cont'd

skin cancer is considered to be deceptive because people who use sunscreen the most tend to be those who are prone to it: fair skinned people with numerous moles. Most doctors feel that sunscreen can't hurt, and it will at least prevent burns and wrinkles.

The bottom line? If you really want to protect your skin, wear a hat, sunglasses and cover-ups while sailing — even on cloudy days. As for those of us who simply refuse to give up our tans, we should

continued middle of next sightings page



LATITUDE/JR

dos lobos — cont'd

and in 40 feet of water.

Meanwhile, ashore, at least two people noticed the developing drama and took action. (These stories were relayed to the Lowrances later by



COURTESY WAYNE LOWRANCE

Before the fall — 'Dos Lobos' at Angel Island earlier this year.

the Coast Guard.) One was officer Mark Incangelo, of the National Park Service Police, who happened to be at the Cliff House restaurant. He noticed what seemed to be a boat in trouble off the famous landmark — and confirmed it through one of the pay telescopes. He was the first to call the Coast Guard.

The other is an unidentified woman who said she was watching the sailboat through binoculars from her house. She also decided to call the Coast Guard and handed the binoculars to her daughter to keep an eye on the boat. Before she could make the call, the daughter said, "Oh my god. I can see the bottom of the boat. It's upside down."

The crew aboard *Dos Lobos* never had time to call for help. They saw the first wave coming and Wayne, at the helm, steered into it. But it picked up the boat, turned it sideways and rolled it over. Tom, Larry and Wayne, who were all in the cockpit, were thrown into the roiling water. Robert, who had been at the mast readying the main to go up, managed to hang on. Wayne is fairly certain the only reason the boat didn't roll all the way over is because her mast hit the bottom.

The boat was knocked over an estimated 10 to 20 seconds, long enough that the engine died. Fortunately, the crew had prepared for heavy going by closing the companionway, so she probably didn't take on much water. They had also donned their Offshore Inflatable Vests. All three men in the water were wearing them and, Wayne says emphatically, "They worked great!"

When *Dos Lobos* finally popped back upright, the three swimmers made for the boat and started climbing aboard. Tom was forward, trying to pull himself up a dangling jib sheet. Wayne and Larry were at the stern, where Robert was helping them up the stern ladder. Larry made it aboard and Wayne was about to start up when the second wave hit and the boat rolled over again.

When she came back up this time, only Robert remained aboard. And this time, Tom was in trouble. They learned later that the power of the wave had stretched him out, pulling his shoes off and yanking his lifejacket off over his head and outstretched arms. He'd also received a blow to his cheekbone from some part of the boat. He was still conscious, but stunned. Complicating matters: everyone was swept farther away from the boat this time.

Another huge wave passed under them. Wayne turned to watch the back of it as it broke and was shocked to see a boat burst through, becoming airborne off the back. "I could see the propellers turning," he says. "It was completely out of the water, coming straight at me. Absolutely an incredible sight." It was the Coast Guard 44-footer out of Station Golden Gate. The Coasties had been looking for them closer in to shore, but were guided in the right direction by Officer Incangelo, who was still feeding quarters into the pay telescope.

The 44 picked up the injured Tom first. Then, as the coxswain guided the hardy motor lifeboat around waves and the foundering sailboat, Wayne and Robert were taken aboard. Larry, who had managed to get the sailboat's engine going again, was told to get in the water and get clear of the boat for pickup by a helicopter that had arrived on scene.

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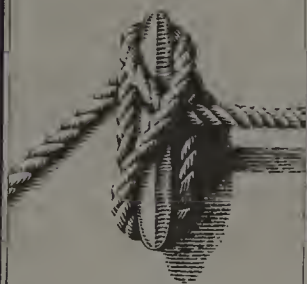
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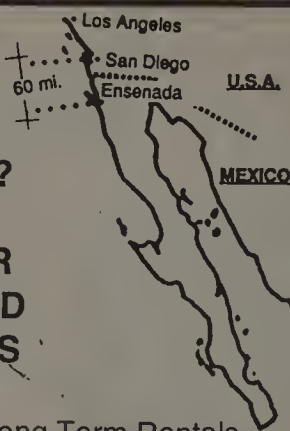
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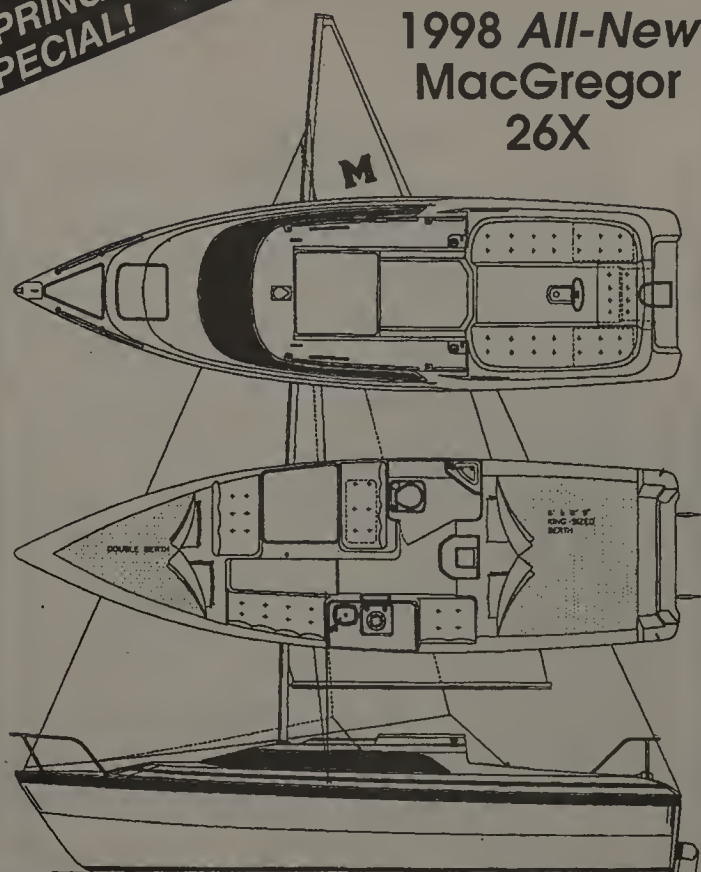


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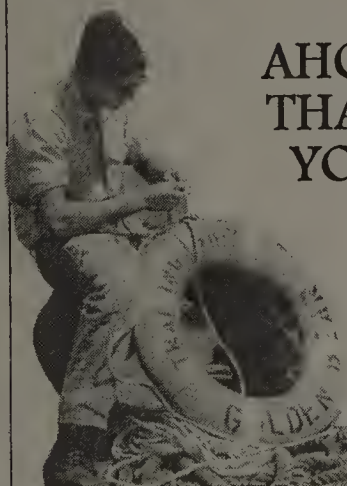
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dos lobos — cont'd

Without hesitation, he jumped in.

With the three sailors aboard the 44 strapped in, they started back for the Gate. (These boats are designed to survive rollovers. They have a small, watertight 'aft cabin' where the rescuees and attending crew can strap into seats on either side.) When the boat reached the relative shelter of the channel, Tom was airlifted off the 44 by the same helicopter that had picked up Larry, and the two of them were flown to Stanford Medical Center. Wayne and Robert rode back to Station Golden Gate, located in Horseshoe Cove. They were then transferred to Kaiser Hospital in San Rafael by ambulance, where their mild hypothermia was treated with electric blankets. "Nothing ever felt so good," says Wayne.

All four men were released early in the afternoon — Tom's head injury was not serious — and made their ways, separately, to Ocean Beach. Wayne had contacted Vessel Assist and two different salvage companies, but no one would go out in the heavy seas to try to salvage the boat. "I really expected that the boat would be on the beach, relatively intact," says Wayne. "It was such a great boat that I was hoping to salvage it and get it sailing again."

But when the Lowrance brothers arrived on the beach about 3 p.m., there was no boat in sight. The first two things they saw being dragged out of the surf were the boat's fuel tank and icebox — the latter of which, says Wayne, "would not fit out the companionway." Other debris told the rest of the story: There was nothing left of *Dos Lobos* but flotsam. Clothes, the TV, the door to a hanging locker, the VHF. . . the remains continued to wash ashore for several days.

Wayne can only speculate on what caused the boat to break up instead of beach herself. "I think it may have been the strength of the rod rigging. Before we left the area after our rescue, we saw the boat roll at least one more time, and the mast was still standing tall when she came up. It's possible the jarring motion of the masthead banging into the bottom may have broken the fuel tank loose and allowed it to fall through the roof of the cabin."

When asked what they might have done differently in hindsight, Wayne responds emphatically. "We should have turned back earlier, when we first saw whitecaps," he says. "Not wait until we were surrounded by them." As it was, they were only a mile or so from the safety of the Golden Gate channel when the boat rolled the first time.

Losing *Dos Lobos* has not dulled the Lowrance's enthusiasm for cruising into the sunset someday. In fact, both brothers hope to find a sistership to their boat. "Islander 40s are great boats," says Wayne.

What the experience has altered is their perception. Whatever boat they end up with, wherever they go, Wayne says all four men will always carry a new sense of awe and respect for the power of the sea.

"You just can't believe what the ocean can do," he says, "until you see it for yourself."

— wayne lowrance and latitude 38

On behalf of his brother and crew, Wayne Lowrance thanks the U.S. Coast Guard — "for their professionalism, compassion and bravery in saving our lives."

step right up, and sign in please. . .

When cruisers tire of Puerto Vallarta's hustle and bustle, they often head for the nearby free anchorage at La Cruz. One of several businesses in the sleepy village there that caters to cruisers is appropriately named the Crew's Cruise Quarters. Apparently the place's Canadian owner, Blair, knows a niche market when he sees one. In addition to the swank, low-lit bar downstairs, he offers cruisers international phone and fax services, free showers, and use of the swimming pool. Six guest rooms rent for \$35-55 a night.

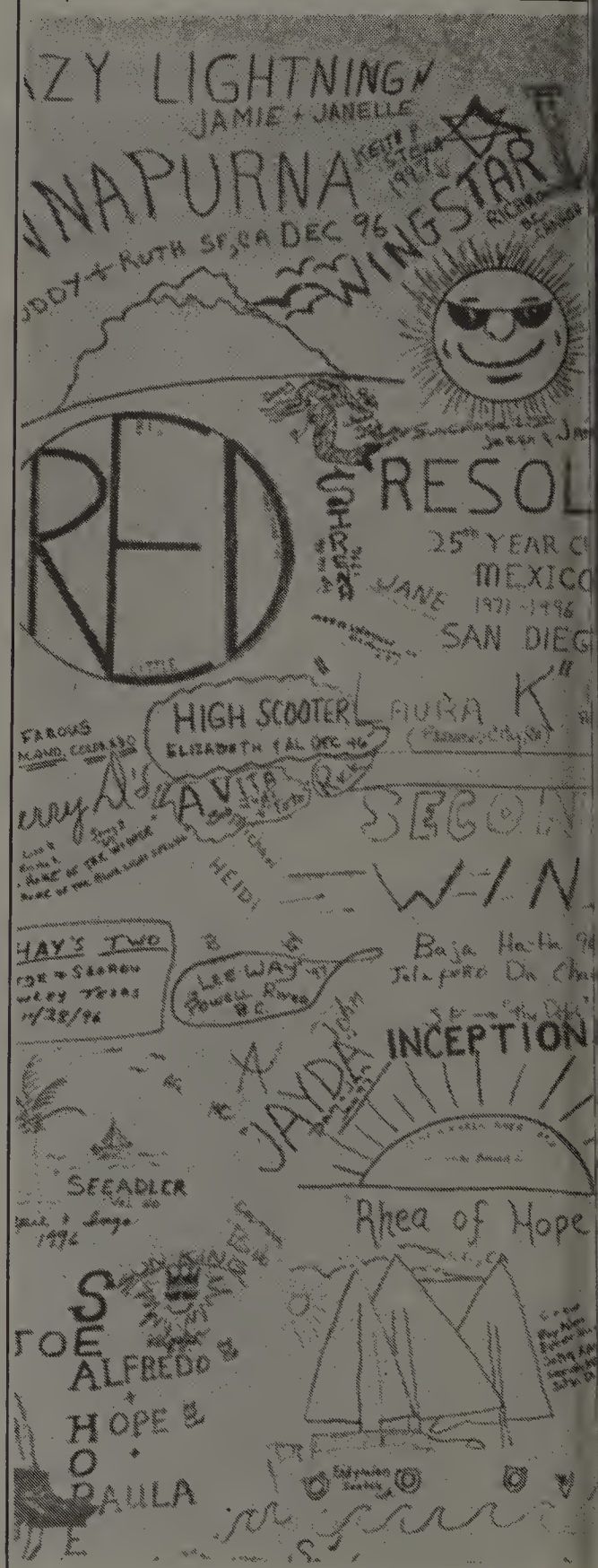
Our favorite part of this multifaceted establishment, however, is the open-air bar upstairs, with its sweeping view of the anchorage. The decor, you might say, is 'do-it-yourself', as cruisers are invited to record

continued on outside column of next sightings page

sunscreen

see our dermatologist on a regular basis.

We're all familiar, aren't we, with the numerous studies that have shown that drinking a couple of shots worth of alcohol each day seems to be good for the heart. According to the most recent study



— cont'd

out of France, a couple of shots a day is not only good for the heart — but actually inhibits most kinds of cancers. As a result, we're thinking about spending our sunscreen money on rum.

the wall — cont'd

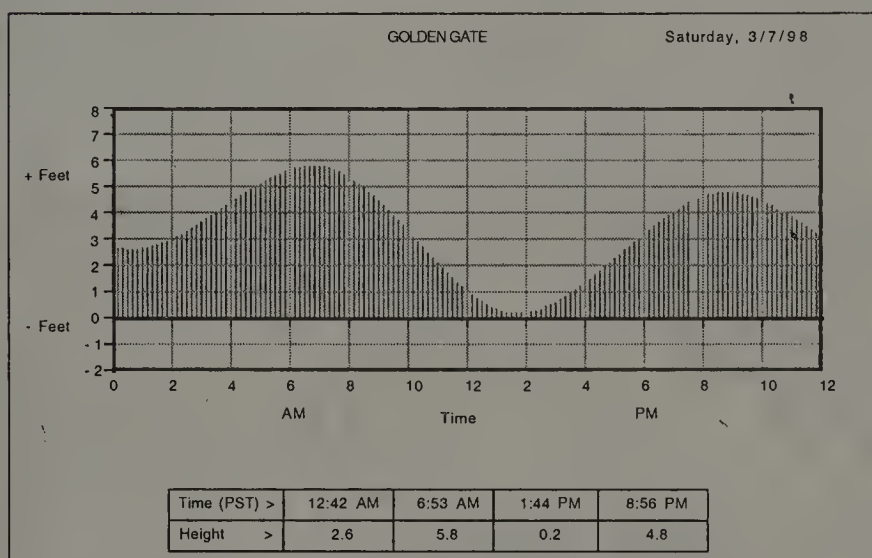
their stay by signing and cartooning the white stucco walls. But unlike etching their names in a sandstone cliff, these works of art are impermanent. With a new fleet of cruisers arriving each year, Blair simply paints over the old to make room for the new. By now, these scribbles — photographed about this time last year — probably lie unseen beneath a new layer of cruiser handiwork.



a tidy little program

If you've ever pulled your hair out trying to remember where the heck you left your tide table so you could plan a daysail on the Bay, you're in good company. We always run across ours on days when we have absolutely no use for it, but find that it evaporates into the mist every time we really need it. Recently, however, we discovered a simple solution which you too can benefit from — if you have access to a Macintosh computer.

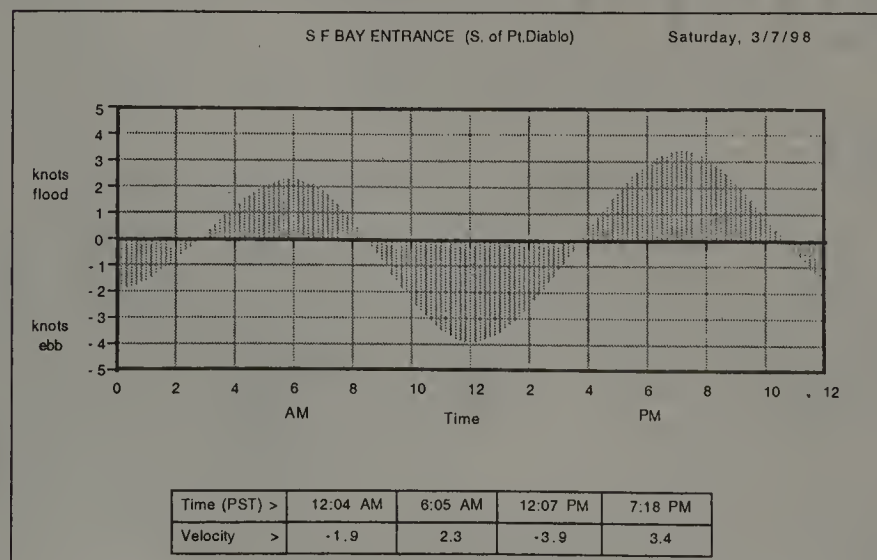
Software designer Mike Malone was nice enough to introduce us to his 'freeware' program Tide Book, which is free to all Mac users who care to download it off his website at <http://members.aol.com/sftides> (which is now linked to the Latitude 38 website: <http://www.latitude38>).



com.) "Just be patient, though," says Mike, "The connection is sometimes slow enough to make a preacher swear!"

Tide Book is a nifty little program that gives you a clear representation of the day's tidal height and velocity. By simply clicking on a button, you can toggle ahead or back to whatever date you're curious about. By punching in a specific location you can get accurate predictions for sites as far north as Mendocino, as far south as Monterey and as far east as the Delta without having to make those hateful corrections from tables in the front of your tide book. Both graphs and numeric tables can be printed out for use later or copied into your own documents.

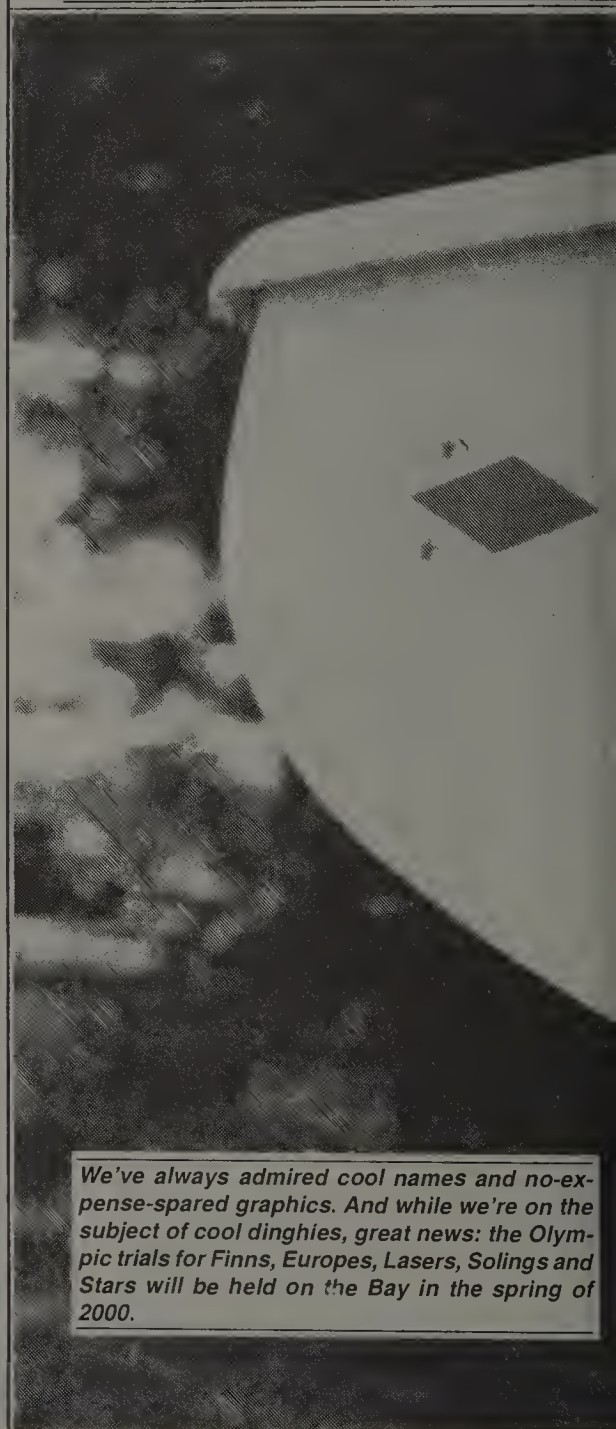
Pretty cool, eh? There's just one thing: Don't get so enamored with your new Tide Book that you forget to get out on the water!



serious thanks

We departed San Diego on our long-awaited cruise into Mexican waters aboard our Whitby 42 ketch *Mavoureen* (the VHF tongue twister of the Class of '97-'98). Along for their first offshore cruising experience were close friends and sailors Neomi and Ray Sanders of Silverton, Oregon. Light winds, easy seas, sunshine and landing a whopping Dorado off Isla San Martin — life is good!

Only after the fish was cleaned and in the freezer did we discover we had lost our steering. As electronics, hydraulics and operator error were checked and eliminated one by one, it became apparent that the rudder shaft had failed. In the hour or so of light remaining in our



We've always admired cool names and no-expense-spared graphics. And while we're on the subject of cool dinghies, great news: the Olympic trials for Finns, Europes, Lasers, Solings and Stars will be held on the Bay in the spring of 2000.

to lots of people

day, the captain attached two lines to the Sayes Rig appendage (which protrudes behind the aft edge of the rudder to receive 'guidance from above'). He then led the lines forward through snatch blocks to the primary winches. As darkness fell, we began our return trip into the wind, hoping to make Ensenada before deteriorating weather gave us any further trouble — or the rudder fell off.

We found our steering arrangement capable of holding this full-keel boat to within about 30 degrees of the wind and swells if attended diligently. It was also capable of giving the helmsman raw, cramped hands after about an hour. As

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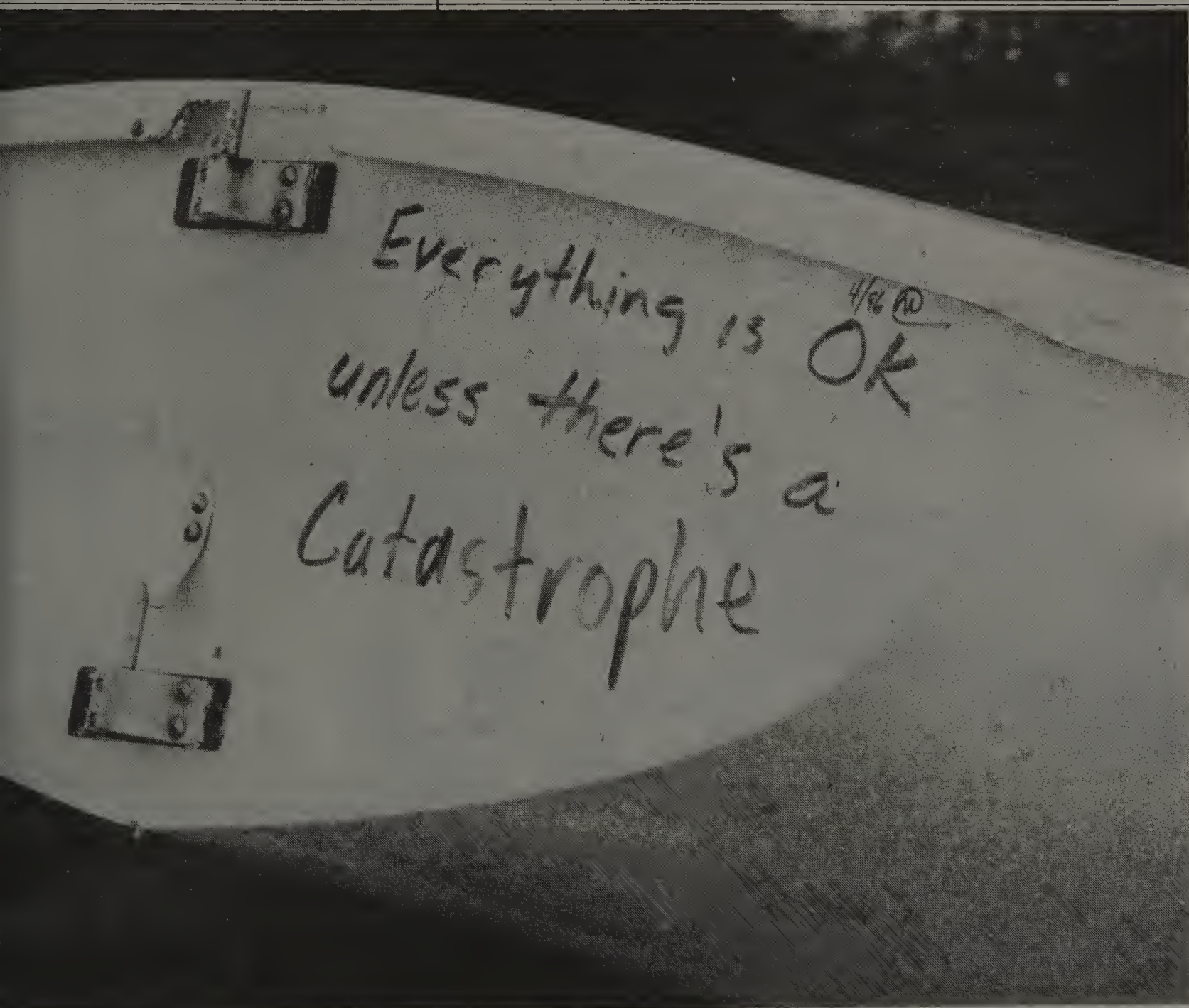
a-cup ante-up

A record 16 challengers from 10 countries have upped the ante for America's Cup XXX, which will be contested off Auckland, New Zealand in February/March 2000. That's how many of the original 18 challengers came up with the \$250,000 'performance bond' by the January 31 deadline. (All had previously paid \$100,000, or a late fee of \$200,000, to enter the event.) The only bigger field — 21 syndicates — signed up to sail in the '86-'87 Cup series off Fremantle. Thirteen syndicates from seven countries actually made it there.

The performance bond is 'refunded' if the challenger sails the first race of the first round robin in the Challenger Elimination Series, which begins in October, 1999.

The usual bickering has already started, too. Most of it centers around the ever-escalating prices. (It cost only \$12,000 to enter in Fremantle, with a performance bond of \$120,000.) A particular target of this ire is the stratospheric NZ\$750,000 rent for a space in the America's Cup Village. That alone was enough to keep Australian Cup

continued on outside column of next sightings page



LATITUDE/ROB

SIGHTINGS

a-cup — cont'd

veteran Iain Murray out of the fray this time around. Even Dennis Conner, after finishing leg 4 of the Whitbread in Auckland in January, complained that the Kiwis "are building the coffin for the America's Cup." A short time later, however, *Team Dennis Conner* became the first syndicate to sign a lease with the America's Cup Village.

Here's a complete list of the players in America's Cup XXX as of February:

Age of Russia Challenge, St. Petersburg Yacht Club, St. Petersburg, Russia

Aloha Racing Team, Waikiki Yacht Club, Honolulu, USA

AmericaOne Challenge, St. Francis Yacht Club, San Francisco, USA

America True Challenge, San Francisco Yacht Club, San Francisco, USA

Australian Challenge, Cruising Club of Australia, Sydney, Australia

Esprit-Sud Challenge, Yacht Club de Cannes/Societe Nautique Grau-du-Roi
Camargue, France

F.A.S.T. 2000, Club Nautique Morgien, Morges, Switzerland

Nippon Challenge, Nippon Yacht Club, Tokyo, Japan

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thanks

the night turned less friendly, seasickness visited Darrell and I.

Twenty-six hours and 120 NM later, we brought her into Bahia Todos Santos. Sea Tow took us in tow just outside the breakwater and docked us — with considerable help from Pat and Colin of *Alcyone* — at Ensenada's Baja Naval boatyard. Exhausted, relieved and thankful don't begin to describe it.

We owe some serious thanks to a lot of people. First, to two friends who did more than their share on what was supposed to be a vacation cruise — and still want to go cruising! To the voices of encouragement in the night from the South-bound SSB Net', and to the US Navy warship who requested that we alter our



— cont'd

course in the middle of the first night. When they found out we couldn't do that very efficiently, they altered *their* course and shadowed us into the hands of the Coast Guard cutter *Edisto*. And to the *Edisto*, who were our good shepherds all the way to 12 miles off Ensenada. Their boarding party included a mechanic who examined our jury rigged steering and rudder. They were cheerful, professional personnel with terrific attitudes, and their communications officer could qualify as 'mother of the year.'

As the days passed in Ensenada, we became aware that we had limped into an excellent yard. The senior engineer, Miguel Gonzalez, diagnosed the problems

continued middle of next sightings page

'America True's new headquarters, complete with a gift shop, is now open at Pier 17, right next to downtown. Go check it out.'



TOM VAN DYKE

a-cup — cont'd

Prada Challenge 2000, Yacht Club Punta Ala, Milan, Italy

Spirit of Britain Challenge, Royal Dorset Yacht Club, Weymouth, UK

Spirit of Hong Kong Challenge, Aberdeen Boat Club, Hong Kong, China.

The Spanish Challenge, Monte Real Club Yates de Bayona/Real Club Nautico de Valencia, Madrid, Spain

Team Caribbean, St. Thomas Yacht Club, St. Thomas, Virgin Islands

Team Dennis Conner, Cortez Racing Association, San Diego, California, USA

Yaka France, Union Nationale pour la Course au Large, Paris, France

Young America Challenge, New York Yacht Club, New York, USA

Of these syndicates, the only one to have maintained a working team since the last America's Cup is *Nippon Challenge*, headed up by Aussie hired gun Peter Gilmour.

The only club of the original 18 not to post the bond was Société Nautique Rolloise of Switzerland. Two others, Societe Nautique Graudu-Roi Port Camargue merged with Yacht Club de Cannes to form a single challenge.

If the past 'law of the jungle' is any indication, the next 12 months of fundraising will reveal the real survivors. By this time next year, it's expected only 8 to 10 viable challenges will remain. As far as we can tell at this still-early juncture, the *Nippon Challenge*, the well-funded Italian *Prada Challenge*, Ed Baird's *Young America Challenge* and Paul Cayard's *AmericaOne Challenge* are the most likely to go all the way. Who will join them remains to be seen.

And it's going to take a very serious effort to wrest the Cup from the Kiwis. *Team New Zealand* — the sole defender — is out practicing every day with their two 'Black Magic' boats, and a new IACC yacht is slated to start construction later this year.

seeing red in panama

Following up on a story we reported last month, huge fee increases for yachts transiting the Panama Canal are drawing ever closer to implementation. To catch you up, after 80 years of allowing small boats to transit the Panama Canal at reasonable rates, the Panama Canal Commission formally proposed a raise in the small boat fee to a flat \$1,500. For most small boats, this represents an increase of 300% to 500%. As part of its decision, the Commission contended that small boats don't currently pay their way, and are a disproportionate hassle in a canal that runs at near capacity almost year-round.

As much as the Commission might have wanted to simply declare the proposal law, U.S. regulations require a public hearing on fee increases before they can be instituted. So the Commission duly held a hearing in Panama on February 13. Make that Friday the 13th.

According to former Northern California yachting Jim Sayers, about 35 people turned out to speak against the proposed fee increase. Most were yachties — some with professional flip-charts — but not all. There were also Panamanians who make their living providing services to the yachts, and a couple of folks who represented boats that have to make several transits a year. While most Canal pilots are against the increase off the record, only the lone female Canal pilot had the *cojones* to tell the Commission that she didn't think small boats were a problem.

Also speaking out against the increase — and swinging some political weight — was IPAT, Panama's tourist bureau. They told the commission that dramatically increasing transit fees would have a negative impact on tourism. And nobody likes tourism impacted.

Sayers reports that several alternative methods of transiting small vessels were presented to the commission. They declined to comment on any of them.

At the conclusion of the meeting, it was unclear what the commission would decide. Many cruisers assume that the public hearing was nothing but a meaningless formality. A few thought that cruiser testimony resulted in a slight change in demeanor of some of the commis-

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panama — cont'd

sioners. A couple of people speculated that the fee increase might be phased in.

The Panama Canal Commission is expected to make their final decision by May. We at *Latitude* suspect that the fee increase is a done deal. We also believe that the current method used to transit small vessels is not the best.

For those who haven't 'done' the Panama Canal, the overwhelming majority of it is actually the 24-mile long Lake Gatun and 8-mile long Gaillard Cut. Transiting that part of the Canal is not much different than motoring along in the Delta.

The 'real' Canal consists of two parts used to raise vessels to the level of Lake Gatun and Gaillard Cut. On the Caribbean side, there are the three Gatun Locks, a total of 1.2 miles long, that lift vessels a total of 85 feet above the level of the Caribbean and onto Lake Gatun. Once vessels get to the Pacific side, there are the Pedro Miguel Locks, 5/8s of a mile long, which lower vessels 31 feet into tiny Miraflores Lake, and then the mile-long Miraflores Locks, where vessels are further lowered to the level of the Pacific.

The question is whether there is some better way than using the huge locks to lift small boats 85 feet to Lake Gatun and lower them back to sea level. There are a couple of different ways. One would involve four cranes and a few flat-bed trailers; another method would involve two modified Travel-Lifts. Most of the roadways that would be needed are already in place. If built and operated intelligently, either of these methods should allow small vessels to transit in a day and for less than \$500. If men of action like Teddy Roosevelt were still around, small boats would be transiting the Canal either of these two ways in just a couple of months.

As for the much rumored status of the three yacht clubs — the Balboa YC, Panama YC, and Pedro Miguel Boat Club — Sayers reports that nothing has changed yet. They all remain in operation, but their futures are all in limbo.

Folks interested in more information on small boats and the Panama Canal can e-mail Sayers at jim@surfspin.com or the Pedro Miguel BC at pmbc@panama.phoenix.net.

cruisers helping cruisers

When unexpected winds gusted to near-hurricane force on the afternoon and evening of February 3 in Puerto Escondido, Baja, several cruisers put their own boats at risk to help other cruisers in more immediate danger. And when it was over, just about everybody pitched in to assist in refloating the boats that had been blown ashore by the powerful winds. So report Dave Smith and Sharon Baasch, who were there at Escondido aboard their Irwin 37 *Moremesa*.

It was blowing about 40 knots — twice the predicted windspeed and four times the wind force — when Larry and Janet's Catalina 30 *Cherish* began to drag her mooring, which was a locomotive wheel. *Cherish* would eventually pull the heavy mooring 400 feet across the bottom before going high up on the shore. Her anchor light circuit decided to short out at the moment of grounding to start a brief fire.

Jim on *Sparta* was the first to answer *Cherish*'s call for assistance. Unfortunately, Jim's *panga* was swamped almost immediately in the heavy chop. Jim and his two crew drifted to shore, and after a short hike in the dark were able to swim out to Ralph and Ginny's trimaran *Atajo*. Stranded, Jim and one of his crew had no choice but to spend the night.

Next to try to assist *Cherish* was Keith of *Shangri-La IV*. Deftly using his dinghy, Keith was able to put a kedge out for *Cherish*. Unfortunately, that alone wasn't enough. On the way back to his own boat, Keith's dinghy was also swamped — and he drifted back to join the

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thanks

and guided our project from the start, consulting with Whitby designer Ted Brewer, who counseled us from Washington to correct our over-ambitious rudder enlargement. Our new rudder size and shape is a product of their combined efforts, and the new rudder shaft is stainless steel, gusseted at the angles. The shaft was built and machined on short notice in an incredible three working days by Dave Brewster at Brewster Boat Works in San Diego, who was recommended to us by Chris at Downwind Marine, whose knowledge is a treasure for cruisers.

The entire staff of Bahia Naval has succeeded in turning a demoralizing in-



Hang in there, folks, fun summer sailing is only a couple more months away. (Harsh, irritating glare in this summer '97 photo was due to sunlight — remember that?)

— cont'd

cident into a positive experience. Their knowledge, craftsmanship and attitude are the equal or better of any we have ever encountered in every aspect of problem-solving.

So, we had an unexpected opportunity to get to know Ensenada, and found it a city with a warm heart and lovely people. We are blessed with friends who lifted us up in spirit, and marine services that have met and exceeded our expectations. We are safe, we are happy, and we continue south soon. Life is good.

— darrell and sarah dunagan
mavoureen, ensenada

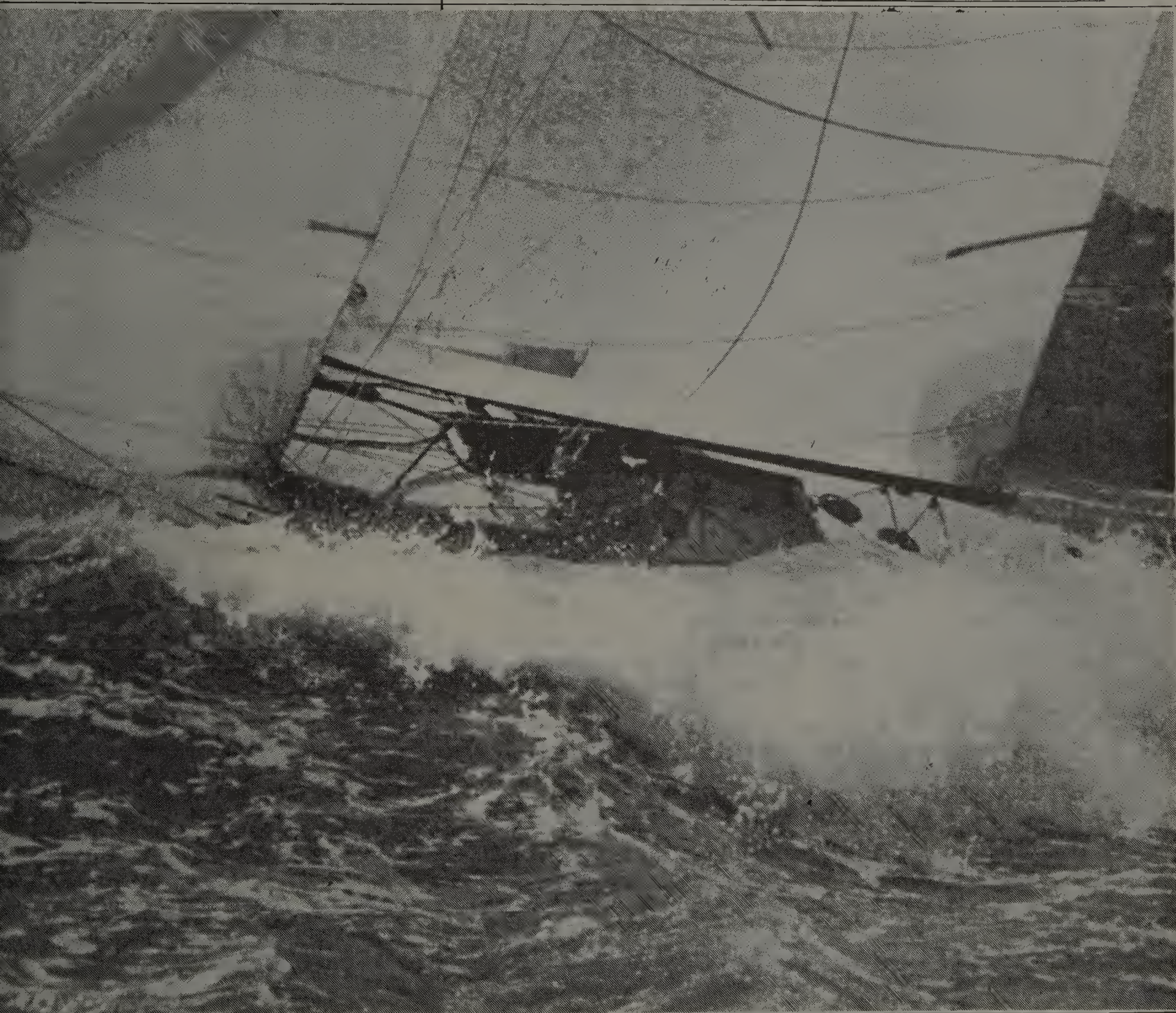
cruisers — cont'd

crowd on *Atajo*. Taking one of *Sparta* Jim's crew as a bailer and ballast, Keith made it back to *Shangri-La* just in time to discover that her mooring chain had slipped overboard. She was 50 feet from the beach and the only thing holding her off was a 1/8-inch line fouled on the bow roller. Conditions were so tempestuous inside Puerto Escondido that it took Keith and his helper almost an hour to put two rolling hitches over the bow and onto the chain.

Kam and Janet of *Mystical* also tried to respond to *Cherish*'s call. About 5 p.m., their GPS indicated they were dragging slowly toward the beach. So they upped anchor, and before heading for safer anchorage, motored toward *Cherish* to render any assistance they could. However, within minutes of pulling up their anchor, winds increased to over 50 knots. In those conditions, they couldn't do anything to help the beached boat. They moved out farther and set two anchors.

As darkness fell, the wind continued to blow and boats continued to

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LATTITUDE/ROB

SIGHTINGS

cruisers — cont'd

go up on the shore. *Brandywine*, *Stargazer*, *Bahala Na* and *Gypsy* all ended up high on the shore or in the mangroves. *Outrageous*, *Sunshine* and *Jolly Mon* also grounded, though not as seriously. Thanks to salvage teams made up of 15 to 20 cruisers and six powerful dinghies, the latter three boats were pulled off — despite the fact that it was still gusting to 30 — before dawn the next morning. In the days following, volunteer teams also helped *Bahala Na* and *Gypsy* get off at high water.

There had been about 50 boats in the anchorage when the wind first started blowing; about half of them had crew aboard. Smith and Baasch report that only two of the eight boats that went aground had people aboard. Also of those eight, three were anchored and five were on moorings. Smith and Baasch noted that while Puerto Escondido has a number of 'officially non-existent' 10,000-pound moorings, there was no evidence that any of them dragged. However, *Jolly Mon*, a Beneteau 32, did drag her 300-pound mushroom mooring as she blew ashore.

Those who examined the evidence believe that at least some of the boats went ashore because they were hit or dragged by boats that were already dragging. The 40-ft *Brandywine*, for example, stretched 5/8-inch nylon by 50%, severely bent her overbuilt bow roller, and broke her 7/16-inch chain. Observers don't believe that 40 knots of wind and five-foot waves could have done that.

Plenty of boat gear was also lost or blown away. For example, by the time Smith and Baasch decided to pull their dinghy up on *Moremesa*, it was too late. The dinghy flipped and the new 8-hp outboard came off. They're still hunting the bottom around the boat trying to find it.

The strong winds were experienced by vessels for about 60 miles along the Baja coast. Marty and Tosca aboard *Cloud Nine* at San Juanico got trapped in the narrow north anchorage. Unable to get out more scope, they spend six hours pounding their keel on the rocks. Their boat escaped with only minor damage. Twenty-three miles south at Agua Verde, none of the four anchored — and reanchored — boats dragged in the 60-knot winds. *Shellback II*, a little farther south in San Evaristo, rode out 45-knot winds without serious difficulty.

But the reaction from Ham stations 70 miles to the north at Conception Bay and 120 miles south at La Paz was, "What storm?" The only explanation stateside meteorologists could come up with was that a passing cold front happened to coincide with an upper-level trough to produce freak localized winds similar to the Queen's Birthday Storm that hit several cruising boats between Tonga and New Zealand two years ago. (Editor's Note: *The Queen's Birthday Storm* was actually a rather large subtropical cyclonic storm, and therefore not really like what hit Escondido.)

Mariners have always said that the nearly enclosed bay at Puerto Escondido was an almost perfect 'hurricane hole'. Geography is part of it, but so are the cruisers who are so willing to try to help those in distress or those who need assistance in refloating their boats.

— based on reports from dave smith and sharon baasch

mapping the world's reefs

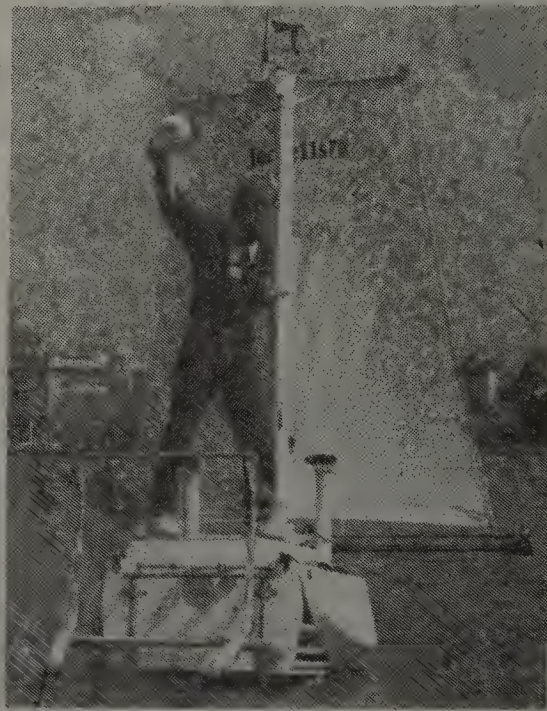
Coral reefs line about 60,000 miles of coastline in 109 countries. They are home to 25% of the ocean's fish populations and host to countless other sea creatures and plants. Some scientists think that the atmospheric exchange of oxygen and CO2 'breathed' in and out is greater than that of the world's rain forests. Others feel that coral reefs may one day yield the cures for many diseases, maybe even cancer.

Oddly enough, science seems to just now be scratching the surface of the global role played by coral. Though much work has been done at the local level, particularly on Florida reefs and the Great Barrier Reef in Australia, essentially no information is available to track the global

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pushing the envelope

For some people, sailing across the ocean aboard a 40-foot sailboat with a crew is apparently no longer enough to



Tom McNally aboard 'Vera High II.'

kick in the endorphins.

Take Joe Outred. That he crossed the Atlantic Ocean 39 times seemingly was not enough. Neither was the fact that he once did the Atlantic six times aboard a 61-footer — without stopping for a break. So Outred, the owner and skipper of *Kialoa V*, decided he'd singlehand the Atlantic aboard the 80-foot Frers design. Back when original owner Jim Kilroy campaigned her around the world, she carried a crew of 32. But now the maxi will

the X-po

Pssst! Hey, sailor. Looking for a good time? Then enter April 23-27 in your log book, because that's when Pacific Sail Expo will roll into Oakland's Jack London Square again. If you missed it last year, don't make the same mistake this time around. This is no mish-mash of jet skis and RVs, but the biggest in-the-water boat show west of the Mississippi.

"The fact that this show has caught on so well and has become an annual event marks a coming of age for West Coast and, really, Pacific Rim sailing," notes Randy Repass, founder of West Marine and current president of Sail America. "And San Francisco, of course, is right in the heart of it. We are expecting visitors and exhibitors from as far away as

— across the ocean

be sailed the Atlantic with the most mini crew possible. Actually, we presume he's already completed the voyage.

At the extreme other end of the size spectrum for singlehandlers is Tom McNally's *Vera High II*. In December, the 55-year-old McNally set off from Gibraltar on a proposed 7,000-mile voyage to New York via Puerto Rico aboard — we're not making this up — a 3-foot 11-inch boat! That's right, you could fit two of them into an El Toro. The boat is so small that McNally is towing his food behind his 'boat' in a torpedo-shape capsule.

Keeping a monohull that's as wide as it is long from spinning in circles is a problem, so the boat has two 40-inch 'directional stabilizers' that aren't counted in the length of the vessel. *Vera High II* sets sail from a rotating mast that towers nearly eight feet off the deck. The squarish-shaped sail, as you can see from the accompanying illustration, is reefed much in the same way you roll up a window shade.

McNally, who had crossed oceans previously in ultra small vessels, hopes to average 1.5 knots. We suppose we don't have to tell you that McNally does not know how to swim.

Seemingly reasonably sane by comparison is an Italian fellow — we've misplaced his name — who plans to singlehand the Atlantic later this year aboard a Hobie 21. Lest you think such talk is merely hot air from Vesuvius, be advised that eight years ago this same fellow, accompanied by his father, sailed a Hobie cat across the Med and across the Atlantic.

files

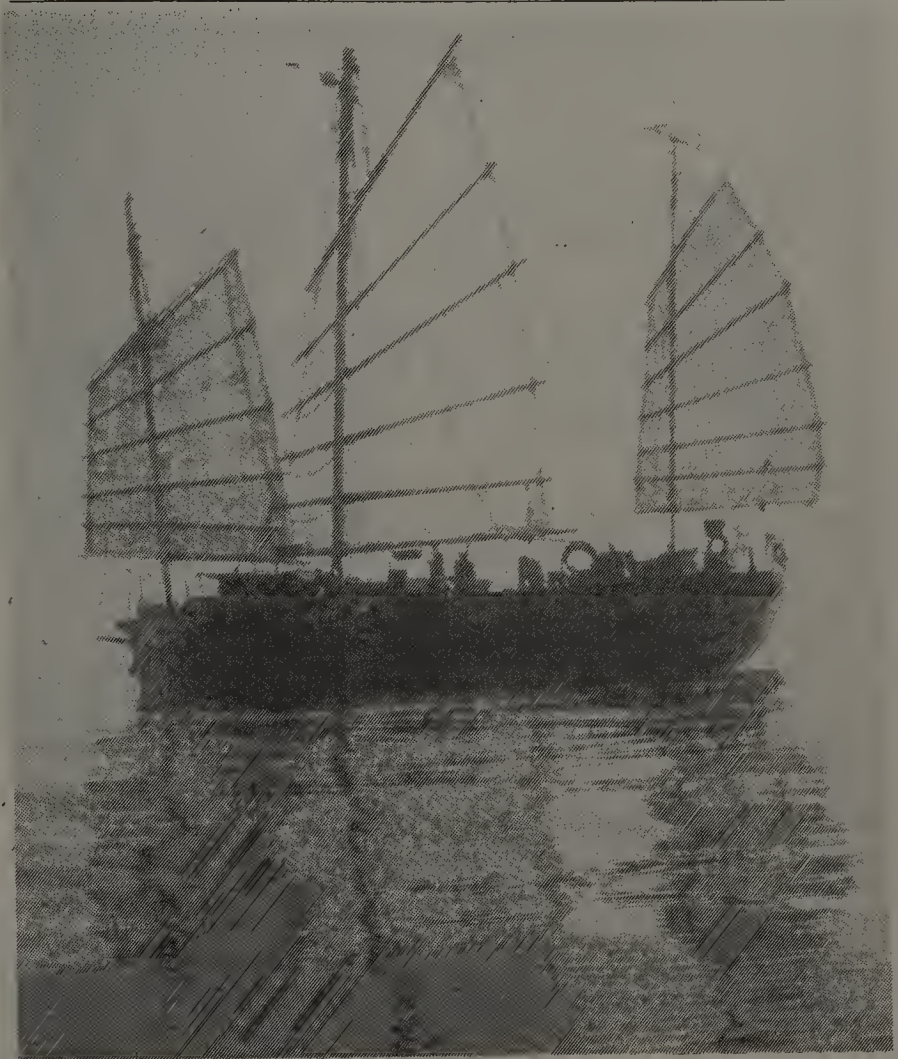
the South Pacific and South America."

Tune in next month for a preview of Pacific Sail Expo's 'coming attractions', which will include the hot new Farr 40, the SC 52, Brad Van Liew's BOC 50 *California Challenge* (ex-*Newcastle Australia*), the Melges Fun Cup, the *WoodenBoat* Plywood Boat Challenge, lots of 'big name' sailors, lots of fun stuff — basically, lots of everything related to sailing! If you can't wait a month to learn all about it, call the show organizers, Sail America, at (401) 841-0900, or check out their website at www.sailexpo.com. We'll see you there — and for once, 'we' means everyone at *Latitude*. This is one show even the jaded editorial staff gets excited about.

reefs — cont'd

health of these important ecosystems.

The leaps and bounds of technology in the last decade has changed all that. And, as we speak, an expedition is underway to map the world's



'Heraclitus.'

coral reefs. This is being undertaken by the Planetary Coral Reef Foundation, a Bonsall (near San Diego), California-based nonprofit organization. The five-year study, begun in May of 1995, is being done from the decks of the 84-ft *Heraclitus*, a three-masted junk-rigged schooner built locally. Designed and run initially by the Institute of Ecotechnics, which brought us Biosphere II, among other things, the boat was built of ferrocement in Oakland in 1976. She has since logged an amazing 180,000 sea miles, including two around-the-world expeditions, an around-South-America trek, a mission to Antarctica, and a 2,000-mile voyage up the Amazon River.

The *Heraclitus* (named for the Greek philosopher who believed Eastern philosophy should be combined with Western know-how) carries a complement of 14. Seven are regular crew and seven are college students who pay \$500 a month for the usual nine months they're aboard.

Thus far in the expedition, the *Heraclitus* has gathered information from reefs in the Red Sea and most of the Indian Ocean. She is currently in Bali. This information includes videotaping and taking cores from the reefs they visit. Eventually, through a program being developed by the PCRf and Dr. Phil Dustin at the College of Charleston, the 'spectral' values of the world's reefs can be overlaid on satellite imagery. With what amounts to 'special sunglasses' that allow the satellites to 'see' reefs, the satellites themselves will actually — and accurately — map the world's reefs. Similar techniques are used by as-

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KKMI KH

HAULOUTS TO 200 TONS - DRY DOCK - REPAIRS - YACHT SALES -

Young Turks Prove – SIZE IS IMPORTANT

Contrary to myth, most likely fostered by men who possess smaller boat yards, size does matter when measuring the performance and satisfaction at a boat yard. Based on the reliable principal of 'Economies of Scale', Northern California's largest yard, Keefe Kaplan Maritime Inc., has proven clients hunger for an environment that offers both superb quality and highly competitive rates. The fact is, smaller yards have no option and must charge their customers more money simply due to their modest capacity. On the other hand, KKMI is able to provide their clients with a superior level of service and far greater value by virtue of spreading their costs over a much larger customer base.

While offering a large facility that's stocked with the right equipment contributes toward delivering excellent value, what really makes the difference at KKMI are the people who do the work. Without question, this is what has set them apart from the rest – the company doesn't just employ the finest craftsmen but they're also the most productive as well. Cofounder Ken Keefe said, "No matter what people may say, the only way to determine real value is by looking at both the price and quality. We know what our customers are looking for, and they want the best quality workmanship at

the fairest price, which is what we deliver. Our success has come from placing excellent value as our first priority."

When asked about KKMI's success cofounder Paul Kaplan said, "I could give you several explanations as to why we have grown, but I believe the best has to do with the amount of insurance work we do. For example, right now we have nearly a million dollars worth of insurance work going on. There isn't a yard in Northern California that's doing as

fair price and are not being 'gouged', and with our highly competitive rates they need not worry. Not only do many marine surveyors recommend our yard, but the insurance companies themselves send their claims to us. Above all, the insurance companies want to know they are getting the best value and that the work performed will minimize their future liability. By having the repairs done at KKMI the insurance companies know both goals will be accomplished."



*OK, so they're still not Turkish! (from left)
Ken Keefe, Jock MacLean, Kim Desenberg and Paul Kaplan*

much work for insurance companies as we do and for good reason. First, every boat owner knows, or should know, they have the latitude, no pun intended, to select whatever yard they want to repair their boat. Naturally you want to pick the yard where you know you will get the best quality work, and most owners know KKMI does terrific work. On the other hand, every insurance company wants to know they are paying a

Beyond offering highly competitive rates and superb workmanship, KKMI's management team of Ken Keefe and Paul Kaplan plus their yard managers Jock MacLean and Kim Desenberg represent over a century in the marine business. Jock, the former manager of San Francisco Boat Works and Kim, the former owner of North Coast Yachts, deliver their clients a level of personal attention that can only come from people who understand what it's like to own their own business. This is where the level of service really shines above the rest. While KKMI may be the largest yard in Northern California what you get is a level of personal service like none other. Next time your boat needs the services of a boat yard, give the 'Young Turks' at KKMI a call – you'll be glad you did.

RONICLE

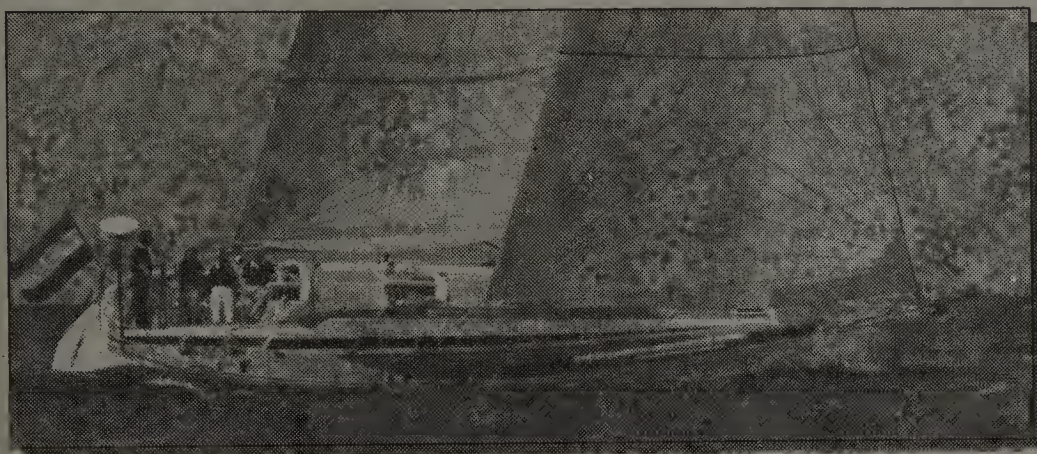
530 WEST CUTTING BOULEVARD
POINT RICHMOND, CA 94804
(510) 235-KKMI • fax: 235-4664
www.kkmi.com • e-mail: yard@kkmi.com

CONSTRUCTION - SWAN FACTORY SERVICE - MARINA - TAXIDERM

**NAUTOR'S
SWAN**
SAN FRANCISCO

SEE THE SWAN 48
AT SAIL EXPO
VIP Boarding Available

**NAUTOR'S
SWAN**
SAN FRANCISCO



It's not an everyday occurrence when a new Swan is delivered, and those who'll be attending Pacific Sail Expo will have the rare opportunity to view the new Swan 48. Nautor Swan San Francisco has made special arrangements with the first owner of a Swan 48 delivered in Northern California to present her at the show in April. In what is bound to become the most talked about and popular boat at the show, the Swan 48 will no doubt also have the longest line of people waiting to board her. In anticipation of the large number of people wishing to view the new Swan 48, special VIP Boarding Passes will be available prior to the show.

Swan agent Paul Kaplan said, "There has been a great deal of interest in this new model, and with only one more Swan 48 available for delivery this year we expect a huge crowd. We have several clients who are quite serious about



The Swan 48's Incredible Main Salon



The Galley Leads to the Aft Stateroom

buying a new 48 but wish to wait to see the boat at the show prior to ordering. To make sure that those people who are seriously considering a boat in this size range will be able to get aboard we've made the VIP Boarding Passes available." Those wishing to avoid the long line are encouraged to order their Passes by either calling Nautor Swan San Francisco at (510) 236-6634 or registering online via KKMI's website at www.kkmi.com.

HERB CRANE



Wednesday Winches

WALKIN' THE YARD: In spite of the rain KKMI has been full of boats this winter with many owners getting a head start on the spring and summer adventures they've planned. What's most interesting is the large number of boats that have been to the yard previously. Certainly KKMI very much appreciates the compliment a customer pays by granting the yard the opportunity to serve them again, but there's more going on than just repeat business. When asked why they brought their boat back to KKMI there's no one single response. What you hear are words like "great people", "wonderful workmanship" and "fair prices". What's heard most often though is simply . . . "It's the best yard in Northern California." Gee . . . and all this time I thought it was because of their great wine!

★ ★ ★

DRY BOAT ON DRY LAND: While El Niño has tried his best to get everything completely soaked . . . he's not been successful with the boats inside the various buildings at KKMI. One way the yard is able to retain such a highly skilled work force is by providing enough work to keep the craftsmen busy year round. While many yards will send their crew home due to poor weather, KKMI has enough work, both inside and out, to keep their crew going. This not only provides stability for the crew but the customers benefit from having 'regular' employees work on their boats as opposed to seasonal workers.

★ ★ ★

'MISC, PROFITS': Having written probably more checks to boat yards over the years than most mortals . . . I can tell you . . . if there was one single thing that would raise my blood pressure it was the famous line item called . . . 'misc. materials'. It did not matter if the amount was for \$1.33 or \$133.00, it would have been more palatable if the item had been honestly identified as 'ESP' or 'Extra Special Profit' for the yard owner. One thing that I really like about KKMI's yard bill is the detail. Every charge is well defined . . . every hour is accounted for. The materials used to complete the job are thoroughly detailed, and the customer even gets a discount on the materials! Now there may be some who say this form of accountability is unnecessary but I don't agree.

★ ★ ★

SECRET AGENT RALF MORGAN: In KKMI's never ending mission to provide the most modern and efficient facility they have brought aboard one of the marine industry's most talented individuals, Ralf Morgan. Ralf, a native to the Bay Area, is relocating after spending the past decade managing one of the largest marine distribution companies in the Northwest. His duties will be quite varied but one of his first tasks will be to bring on line KKMI's top secret and 'state of the art' fully integrated network computer system. This system, the first on the West Coast, is similar to that used at the largest yards in the country such as Palmer Johnson and Little Harbor.

reefs — cont'd

tronomers to analyze distant stars.

"Ten years ago, we couldn't have done this," notes Mark van Thillo, the organization's Chief Operating Officer. "But now, with leaps in the technology of GPS, video cameras, and satellite imaging, it's finally possible."

As with all nonprofits, the Planetary Coral Reef Foundation runs on donations, monetary or otherwise. Gear donations over the years have come from Raytheon, Patagonia, Alaska Diesel and the Ann and Robert H. Lurie Family Foundation, to name a very few. The biggest donation lately has been a free three-month haulout at Darwin Engineering and Ship Repair in Australia. *Heraclitus* will come out of the water in mid-April for routine work and updates. She'll go back in the water in July to resume her current mission. One item PCRf would love to put aboard during this time is a desalinator (hint, hint).

Interestingly, in all her travels, *Heraclitus* has never returned to the Bay Area. That may change as the current reef-mapping expedition winds up in Micronesia in 2000. (The satellite reef-recognition system is due to be up and running the same year.) "We're hoping to get the ship back to the West Coast for a visit before she starts her next mission," says van Thillo.

For more on the expedition or any facet of the Planetary Coral Reef Foundation, contact their web page at www.pcrf.org, email cybers@cts.com, or call (760) 723-7433; fax (760) 723-3326.

short sightings

MID-PACIFIC — Considering all the failed attempts to 'recreate' ancient voyages in the last half-decade, we're beginning to think that Thor Hyerdahl's 1947 *Kon Tiki* voyage might have been the luckiest crossing in history. Anyway, the latest effort to run into potential trouble is the brainchild of Gene Savoy, a 70-year-old Reno-based adventurer who has spent much of his life searching for lost cities in the Peruvian rain forests. On December 16, Savoy and a crew of six departed Lima aboard a 73-foot catamaran whose hulls are carved from mahogany logs. The boat sports dragon-head prows, two masts and five sails. The rig is reminiscent of 400-ft Chinese trading ships, which Savoy believes plied the Pacific and 'discovered' the Americas long before Columbus.

The intended seven-year voyage of the *Feathered Serpent III* is supposed to prove that Peruvian sailors also contacted civilizations as far away as Japan and the Middle East centuries before the *Nina*, *Pinta* and *Santa Maria* ever set sail. At last report, however, the *Feathered Serpent* had run into rough weather that weakened the rigging and threatened to bring down the rig. According to an article in the *Reno Gazette-Journal* last month, "Crew members. . . intend to replace the steel mast cables with nylon cables. . ." at the first opportunity. Imagine that: the ancients must have had steel and nylon, too.

THE SOUTH BAY — Cargill Salt, a division of Cargill, Inc., the largest privately held corporation in the United States, was found liable in January for illegally dumping waste from its salt refinery in Newark into waters of the Don Edwards San Francisco Bay National Wildlife Refuge. The ruling came in a citizen's lawsuit filed a year and a half ago by the San Francisco BayKeeper and the Citizens Committee to Complete the Refuge.

Cargill's waste dump is a large gray pile rising from the marsh immediately adjacent to Mowry Slough. Over half the 15-acre site is covered by the pile of mud and debris, including refining mud, discarded plastic, paper and salt shaker tops. At the moment, pristine marsh surrounds the blight, including a habitat for the endangered California Clapper Rail (a bird) just north of the debris pile. The refuge itself encompasses 21,000 acres of salt marshes, mud flats, open water and salt ponds in the southern portion of San Francisco Bay.

continued outside column of next sightings page

where the

Weather buoys out in the ocean used to be a bit like satellites up in space: everyone was putting them out there, but there was little coordination between what was doing what.

Once upon a time about 30 years ago, that's how it was for weather buoys off the U.S. During the '60s, around 50 individual buoy programs were being conducted by a variety of agencies in this country. Around mid-decade, somebody got the idea of consolidating buoy construction, deployment and placement. In 1967 the National Data Buoy Development Program (NDBDP) was formed and placed under the control of the Coast Guard.

The NDBC (National Data Buoy Center, for short) has some serious hardware 'sailing' the oceans. At this writing, some 100 buoys, ranging from small, disposable 'drifters' to huge 40-ft diameter 'discus' buoys anchored more than a mile to the bottom are transmitting data from the Pacific, Atlantic, Caribbean, South Seas Great Lakes and Bering Sea. Their data is supplemented by 58 land-mounted transmitters.

Virtually all the data, which is bounced to receiving stations by satellite, is used by NOAA and the National Weather Service to keep tabs on everything from local weather to the ongoing study of hurricanes. Sometimes the data is more local-



Buoy 51004 is a drifter.

ized. To make sure organizers of the sailing venue at the 1996 Olympic Games had the most up-to-date information, three NDBC buoys were strategically placed in the waters off Savannah, Georgia.

As with anything in the marine envi-

buoys are

ronment, the buoys need regular upkeep, which is done primarily by Coast Guard buoy tenders. Some buoys are periodically shipped back to NDBC's headquarters at Stennis Space Center (abandoned after the Apollo space program) near New Orleans for repair or updating.

There are a couple of things the NDBC and Coast Guard would like boaters to be aware of, if not help out with. The first is that sometimes buoys come adrift. Right now, 51004, an 18-foot 'boat hulled' buoy is adrift a couple hundred miles south of the big Island of Hawaii. Anyone spotting it is asked to notify NDBC at (601) 688-2835. Buoys of this type are worth several hundred thousand dollars, so the NDBC hates to lose them.

The second thing is vandalism. In the past year or so, some half dozen buoys 15 to 30 miles off the California coast have been damaged. Some of the tampering, like to the buoys at Monterey and Half Moon Bay, appears to be vandalism by rowdy people. The other buoys have apparently been damaged by gunfire.

Here, 'vandalism' gets a little hazy, as the gunfire damage *appears* to be caused when whoever is doing it is shooting at sea lions resting on the buoys. Many fingers were quick to point at fishermen, who have always had an uneasy truce with the pinnipeds who compete for their catch. But, as one fisherman pointed out, "It would have to be someone totally ignorant about the value of those buoys to our livelihood." Said another, "I think it's some sick individual who's killing those sea lions."

Whoever it is, the sea lions aren't the only ones suffering. Weather buoys have been dinged, their solar panels shot off, and one was even sunk by gunfire. At \$150,000 apiece, the NDBC doesn't like that much, either.

NDBC bouys are not hard to mistake for anything else. They are all painted bright colors, all are imprinted with 'NOAA' and the station number, all show a group-flashing (four flashes every 20 seconds) light and all are identified on navigation charts by the five-digit ID number or the word 'ODAS.'

The Coast Guard asks anyone witnessing overt vandalism, damaged buoys or any non-Coast Guard boats attached to or messing with weather buoys to report it to the Coast Guard. Oh, or shooting sea lions. That's a federal offense, too.

Interested in learning more? Find out everything you ever wanted to know about weather buoys — including their locations, real-time hourly reports and days-old data histories — at www.nbdco.noaa.gov.

crew list forms — cont'd



Lookin' weird: We spent the better part of 10 minutes watching these guys wrestle with this sail arrangement, and still couldn't figure out what they were trying to do. In this case, maybe two head(sail)s aren't better than one.

CHARLESTON, SOUTH CAROLINA — It is a tragedy and a mystery, what happened to the 34-ft sailing vessel *Morning Dew*, captained by Mike Cornett. All that's really known is that he departed North Myrtle Beach in late December, under power and headed south. He stayed in the protected Intracoastal Waterway until Georgetown, when an inbound fishing boat saw him heading seaward with little daylight left. *Morning Dew* did not respond to several radio calls the fishing boat made to warn him about rough water and high winds.

On December 29, the mast of what turned out to be *Morning Dew* was spotted sticking out of the water near the Charleston breakwater. The bodies of Cornett's two teenage sons and their cousin were recovered soon after. All three died of exposure and drowning in the 54-degree water. At this writing, no sign has been found of the 49-year-old skipper.

SAUSALITO — Despite the various packs of wolves at their door for the last two decades (*Canus politicus* and *Greedus Lupus*, mostly), life at Arques Shipyard continues today much as it did when founder Donlon Arques was in charge. In fact, 'in charge' doesn't begin to tell the story of Arques' influence on the area. Among those lasting influences: the 'artists colony' aspect of Sausalito, the houseboat communities and of course the rich boatbuilding tradition that continues on at the boatbuilding school in his old yard. Arques, the man, is gone now, but you can experience his life and his vision at a special exhibit at the Bay Model. But don't put it off; *Donlon Arques: Sausalito's Waterfront Don* runs only through March 28. Call 332-3870 for more information.

EF LANGUAGE CONQUERS

Custer's Last Stand, My Lai, the Charge of the Light Brigade, Leg V of the '97-'98 Whitbread Round the World Race. . . they were all massacres. Skipper Paul Cayard, navigator Mark Rudiger and ten other sailors aboard EF Language were routing the fleet in this latest leg — 6,670 grueling miles from Auckland, NZ, to São Sebastião, Brazil — as we went to press. On our last visit to the race's fabulous website (www.whitbread.org), Cayard and company were 400 miles from the finish and 438 miles ahead of the second place boat, BrunelSunergy. In the words of the late Harry Carey, "Holy cow!"

This was a leg that had it all: icebergs, two dismastings, survival conditions, a huge parking lot off Cape Horn, food rationing, you name it. But rather than recap the highlights of this epic (and still unfinished) leg in our own deathless prose, we've elected to let the crew of EF Language tell the story in their own words. What follows are excerpts from their daily e-mail postings on the internet, combined to form a running log of the race. It makes great reading, and we hope you enjoy it as much as we did. All entries are by Paul Cayard, unless otherwise noted.

Feb. 1 — Two hours left to the start of Leg 5. A lot of emotions are flowing right now. There is the anxiety of not knowing exactly what awaits us down south. . . the icebergs, the 60-knot gales, and the mountainous waves. The long leg ahead will bring a lot of tough moments as well as the prospect of danger. Some of the biggest challenges most of us will face in our lives will be experienced in the next 25 days. Some of the best times of our lives as well. . .

The boat looks so full right now. There are 16 waterproof bags of food, not to mention the sails and spares. Everyone's clothes bag is stuffed. We have brought an extra piece of gear on this leg, life jackets, the kind you can wear comfortably. We have the ones mandated by the rule as well, but most tend not to wear those as they are water-activated and tend to inflate constantly. While pushing to win, we will keep safety in mind.

On this leg we will be in transition a lot. First we have the warm temperatures and light air of the next few days, then the strong winds and icy conditions for twelve days to the Horn. After that the temperature will get warmer at a fast rate but the weather will be less and less stable. Offshore of Rio del La Plata, B.A., will be the trickiest.

Feb. 1 — The start was quite spectacular. It was a broad reaching start with the inshore side favored for wind and the offshore side favored for current. In the end inshore won out and *Merit* got the best of it with *Swedish Match* close behind. We were in the middle of the line and got a middle result.

The southwesterly wind soon died and the fleet drifted for some time. *Kaverner* and ourselves made a move to the outside after the first turning mark and held

the 1-2 positions to the final turning mark with *Silk Cut* third.

We held the southeasterly wind for about one hour and then it died. It was a painful afternoon as we witnessed a great battle between the sea breeze and the southwesterly gradient. We went absolutely nowhere for about two hours. . .

So it was a frustrating and slow afternoon, that gave us a good dose of dehydration to send us on our way. I guess Auckland has the perfect average windspeed. . . It was 38 the day we got here and 0 most of today, so that averages out to 19 knots — perfect.

Feb. 2 — It has been a light and tricky first 24 hours. We have been in as good a position as second and as bad as last. At midnight last night we fell into a hole, lost steerage, and did a full 360, before getting back on track. That was a first for me.

Today the breeze was stronger offshore and *Chessie*, *Merit* and *Swedish Match* made some good gains on the rest of us. They are currently about six miles ahead of our group, which is *Silk Cut*, *Toshiba*, *EF Education* and ourselves. *Kaverner* and *Brunel* gybed into shore this afternoon so it will be interesting to see how they make out as we converge on East Cape tonight. . .

We are getting used to the freeze dried food and vitamin supplements again. Without going into too much detail, suffice it to say that we are experiencing some indigestion and the associated side effects.

Feb. 2 — The fleet is lined up on a southwest-northeast line. This makes us all pretty even to the finish, but in fact we are spread out along that line. We believe that being south and west is the most

Mean machine: 'EF Language', which started the race as a lowly 20-to-1 underdog, is now dominating the Whitbread Race.

ALL PHOTOS COURTESY EF LANGUAGE

desirable over the next 48 hours. *Merit*, who is seven miles at 215° from us obviously believes this will be the case, too. As we are all on starboard tack, with a south wind, southing is expensive and that is what we and *Silk Cut* have done during the last six hours relative to *Toshiba*, *Kaverner* and *EF Education*. It is faster to crack off a bit and go east and this is rated better on the sked, too. But the first cold front with associated stronger wind is coming from the west in about 48 hours.

We are settling into our life at sea, getting used to the food, used to sleeping during the day, and getting over the nostalgia of leaving our friends and family. It takes a few days, especially after a long stopover like this last one. Rudi and Juggy are trying to fix our intercom from the nav station to deck. There is always something that needs to be fixed, usually some piece of software.

With the slow start we are having, this leg could become 26 days quite easily. The wild sailing hasn't started yet, but with

THE LIQUID HIMALAYAS



FLASH! 'EFL' finished on Tuesday, February 24, after 23 days, 1 hour and 9 minutes. The rest of the fleet was 500 miles (and at least two days) behind.

the south wind the temperature has dropped a bit. We have all got our first layer of thermals on.

Porridge was the breakfast this morning with apple/cinnamon topping. Amazing what they make into freeze dried.

Feb. 3 — We passed the International Date line last night so I guess we are doing Tuesday again. Kind of a neat milestone. . . Greenwich, England, is pretty much straight down under our hull about 10,000 miles from here.

We are starting to get a little payoff from our southwesterly position. On the last sked we gained on everyone but *Merit*. Unfortunately, I don't think our payoff will be as big as we thought it would have been. Still, we have to stay in contact with the leaders and hang in there for the long term.

There is a large high pressure sitting east of the fleet. The fleet has to sail around the high as there are very light winds in the center of it. The wind shifts from east to north to west as you go down

the western side of the high. There is usually incrementally stronger wind as you go away from the center but the wind shift favors being closer to the center. This is a tricky trade-off to judge.

We have placed ourselves to the west counting on the wind being lighter to the east and obviously for *Kaverner*, *EFE* and *Brunel* it has been. They have all had to gybe on an unfavorable heading to get south therefore losing some miles. *Chesie* is sailing very smartly by placing themselves with all the changing weather and the scatter of the fleet.

I just remembered that these messages are getting circulated to our competitors now so I will have to watch what I say on some issues.

Life onboard is still easy in this smooth water running condition. Temperatures are moderate and comfortable. So not hard at all to get dressed, not very many clothes to get on, easy to eat and cook, nice and smooth for sleeping, etc. That will all change soon enough with the fire hose starting up on deck and some nice

slamming and belly flopping down the waves. That should be on our menu by the weekend.

Feb. 5 — It has been a good 24 hours for *EFLanguage*. We have clawed our way back to the leaders and in fact are in third place, just two miles out of first. We are in a four-pack of *Merit*, *Chesie*, *Silk* and ourselves. We are all within three miles of each other, so the intensity onboard has gone up. This is one of the advantages of sailing close to another boat. It sure feels nice to be back.

This morning there were six of us. *Toshiba* and *Swedish* gybed away to the south earlier. I suppose they are hoping for stronger wind. Obviously the other three agreed with our forecast, which is that the shift was worth more than the pressure at this point. But as usual, we will have to wait and see.

We are currently sailing in 18 knots of wind. The sea is as smooth as any lake you have ever sailed on. Tonight the wind should increase to 25 knots so we may

EF LANGUAGE CONQUERS

get moving a bit. The race sure has been slow so far. I am sure that in a week I will be wishing I was as dry and warm as I am right now.

Today we were feeling so brave in this extremely mild environment that we started talking about climbing Mt. Everest. Can you imagine that? We haven't even gotten around Cape Corn yet and we are talking about going somewhere where the people who tried and

You'll all be glad to know that Kimo brought 16 different kinds of gloves this leg, ranging from NASA-tested sub-zero Jupiter gloves to hand-knitted wool gloves dipped in lanolin for him by his cousin from Martha's Vineyard, who by the way knows a thing or two about lobstering in cold weather. I think that I even caught a

"This is the most extreme thing I have ever done and so far it is the best sailing experience I have ever had."

failed before you are sitting there frozen to death, looking at you as you hike by. Clearly we don't have enough to do out here.

Feb. 5 — A crew member's perspective: Hi, everybody. Greetings from a daily report virgin. Well, the last time I was at 47° south latitude, I definitely wasn't sitting around on a deck, refolding *dry* sails in my *dry* tee-shirt. It's been a pretty easy four days so far as we're easing our way back into the Southern Ocean for round two with the Liquid Himalayas. The first few nights found us looking at the sterns of most of our competition while we sat patiently in the light airs, the silence broken only occasionally by a profanity or two coming from our esteemed leader (sorry, Paul).

Today, however, the wind gods have looked well upon us as we managed to sail in better shifts with better pressure and now find ourselves within spitting distance of the leaders. Now, when I refer to the wind gods, you should realize that it's not just the ones above that I am speaking of, as today we had Stevie's world famous chili for lunch. The afternoon hours have found us with a little more zip in our boatspeed as a result of added propulsion. I guess he figured he'd get that meal out of the way before we have to button up the boat for the cold and wet. Thanks.

Because of the light airs so far, we've been working pretty hard at shifting the weight around the boat. . . sails, gear and crew. This task has become very near and dear to me as I feel it has defined my post-Whitbread career quite clearly. I now realize that when the race is over, I'm destined to open my very own moving company, as I will for sure have forgotten how to sail by then.

glimpse of Rudi running around down below last night in a pair of mink BVDs. Yeah, I guess you could say we're pretty ready for the deep freeze this time.

Well, it's about time for me to go cook dinner. Paul ordered the seared ahi again but I'm a little tired of that. . . After dinner, Juggy has promised hot oil back massages for everyone.

— josh belsky

Feb. 5 — We sailed through the night with winds of 20-30, big masthead spinnaker up, spinnaker staysail, averaging 16 knots with peaks of 21. Seas are still relatively smooth, the sky cleared after a dense fog late yesterday afternoon. Very nice sailing — if you like sailing, that is.

However, we are definitely getting back into south country. We will cross 50°S in a few hours. The sunrise this morning started at 0300 and could be seen far to the south, like the loom from a city at sea. The water temperature is down to 55°F from 70°F two days ago. The albatross are back as well as the world's largest jelly fish. . . three feet in diameter. One got hit by our keel and exploded. The pieces won't come off the keel and rudder. I am sure they are not affecting our speed, at least not significantly, but it is my nature to worry about that so I would prefer that they go away. Hopefully we will high-pressure-hose them off soon when we get some serious pace on.

It is back and forth between ourselves *Silk Cut* and *Merit*. Yesterday in the 20-knot running conditions *Merit* was clearly the fastest. Last night in 20-30, full water ballast, 20 knots of boat speed, ourselves and *Slick* were much faster. *Chessie* left our little foursome stage right. Not sure until the sked how they are doing. *Toshiba* and *Swedish Match* gybed away from the pack and onto starboard

tack about three hours before the rest of us yesterday and seem to have made a good move so far.

Last night, having our first bit of breeze, 25-30 knots, with the Big Kahuna up, driving along rail down for four hours at speeds between 16 and 21 knots, I remembered what a workout it is to sail these boats with just five crew on deck day after day in these conditions. . . and we don't even have our gloves on yet and that was only 25-30 knots of wind.

We figure that we have about 10 days left to the Horn. . . which is about 3,300 miles away. Just a little more than a T-Pac. No big deal really, except for the icebergs, fog and gale force winds. Rudi has a chart of where the icebergs are. That made me feel better until he told me that those were just the ones over five miles long. The rest, the ones that are as small as Candlestick Park, are "uncharted". . .

Well, I'd better get back to my radar and satellite pictures. That is what I read for breakfast while you are reading about Monica Lewinski and her assignments in the Oral Office. Have a nice Friday!

Feb. 5 — "Ocean Racing Formula" = Strategy squared divided by tactics plus conviction multiplied by patience to the fourth power plus the square root of luck divided by patience. (And, as Skip Allan will tell you, it helps if you know how to whistle for wind.)

Fortunately, it seems like the whistling for wind part is over for the moment. We enjoyed 25+ knot winds last night and when I woke up this morning we were already crossing the 50 degrees south parallel. . . We have moved back up to third and are gaining on *SWE* and if we can hold off *SCT* right next door (for the next 6,000 miles) maybe we can get up into second soon. It's good having *Silk* close by so we can keep the edge and experiment with different settings and headings to see what works. When you're on your own, you're never really sure. . .

Back to the strategy part of the formula. Have a pizza and beer for me and keep your fingers crossed.

— mark rudiger

Feb. 6 — It has been a tough 24 hours. A low pressure system has come and wreaked havoc with the race course, at least the part where we are. Maybe others have not been done in as badly as us.

Rudi and I have just spent three hours trying to figure out what lies ahead for the next three days so as not to have this

THE LIQUID HIMALAYAS

happen again. Long term it looks like the westerlies will come back and we will start doing what you are supposed to do on this leg, heavy air running and reaching. We have a sked in one hour, so hopefully the damage will not be too bad.

It is getting cold now. No snow yet but water is down to 47° and we all have our gloves on and three layers of pile clothing. We have a few goodies left but not much and with still more than 3,000 miles to go before things warm up, this could be the longest winter of our lives.

So we are slamming along now in this confused sea, I have to go back and re-write half the words I am typing as I can't type and hold on. We have some water sloshing around in the bilge that we will have to get out. It is all coming back to me now after three warm stopovers in Fremantle, Sydney and Auckland — we are back in the south country.

Feb. 8 — Hi, sports fans. Sorry it's been a little longer than usual sending info but we're in the Southern Ocean now and all attention must be paid to safety, weather, crew, and speed. We're in the midst of trying to pass some boats and are close to record pace. For the last 10 hours we have been averaging close to 19 knots and if we can keep it up for another 14, we could be close to the world record. It hasn't passed our attention that *Silk* is hot on our heels to defend.

As Paul mentioned in his last e-mail, we had a little confrontation with a tiger (fast local developing low). It's now running off towards the Horn and we're hanging on to its tail for as long as it will let us. This particular low had a pressure drop of 1020 down to 992 in 12 hours. The graph on the baro looked like the Gun Barrel at Heavenly Valley. As we were so close, we didn't get over 30 knots wind but it did go around the clock. Bailing out the south of it seems to have worked so far as we have moved into second only 2.5 miles behind *Toshiba*. Part of that had to do with Paul driving the kite through a 40-knot rain squall at night that didn't drop below 35 for some time.

During the formation of the low we had some spinnaker damage and while reefing Josh flew off the boom and poked one of the stanchions through the back of his calf. Juggy and Klebbe put nine staples in to hold it together, and with Josh it's all we can do to keep him down. Biggest concern always is infection with 20 more days and tropics still to come. It never ceases to impress me what a group of

tough, talented, helpful guys we have here and it's a pleasure to race with them at this level. It's a big motivation for me to do my best to come through for them.

Forecast now looks like southwesterly gale winds developing in our area going westerly and then northwesterly. This 30-knot pressure should hold for a couple days, so good miles ahead. Best thing about this leg so far compared to Leg Two is that our little heater still works! Worst news is that our girls on *EF Education* have a broken D2 and may not be able to repair it until they reach land, which may be 3,000 miles of nursing the rig to the Horn. Hopefully, it keeps together. Short of losing the rig or somebody overboard, a worse thing couldn't have happened in a worse place! Keep positive thoughts for them.

— mark rudiger

Feb. 8 — Sorry for not getting a message out sooner but we have had our hands full, literally. For 14 hours today we sailed with our small fractional kite and one reef in up to 45 knots. Squalls all over the place. . .

The term "the decks are awash" does not do justice to what is going on out here. We have a four alarmer going on and that was officially confirmed by Kimo as he was launched to the back of the boat until his harnesses fetched up. When I came down below just now my cheeks were bruised from being pelted in the face by ice water for five hours.

The boat is hitting 24 knots as I write this to you. The sound down here is incredibly loud as spray hits the deck and cockpit above me. The water is rushing around like a flooding river.

The sunsets and sunrises are incredible. I really like the sunrise. Being at the helm of the boat powering along at 24

knots, spray flying up as you launch down the big rollers at around 0300 is such a great feeling. The light is just beginning to break and at this latitude it takes three hours for the sun to actually break the horizon. The light is fantastic and it feels like you are really in touch with nature. Just us, our fantastic boat, the wind and the sea, for as many miles as you care to think about. That is my favorite time of the day.

We have been doing well lately, moving our way to the front. We are really flying right now. We are a little more to the south than the others and I think this will pay off for the next few days. The wind is good down here and the route is shorter.

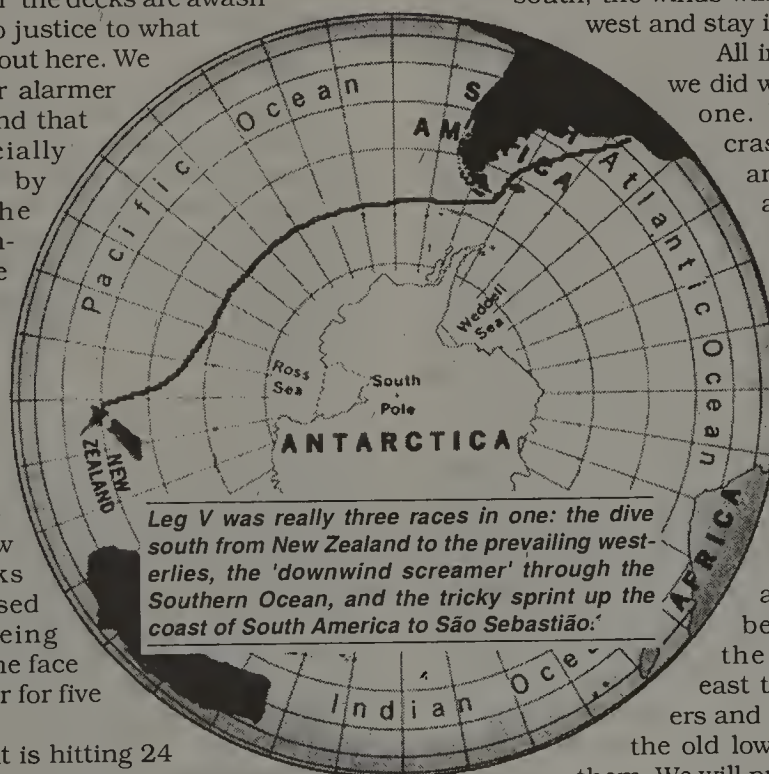
This is the most extreme thing I have ever done and so far it is the best sailing experience I have ever had. I have had better races, closer, more boats, etc., but the actual sailing here can not be compared to anything else.

Feb. 8 — Round one with the Southern Ocean is over. Today the wind softened to 18 and clocked. We are now on port tack heading 50° with a wind of 280°. The forecast is for the wind to go to 330° and build back up to 30 as the next low approaches. As the low passes us to the south, the winds will back to the west and stay in the 30s.

All in all, I think we did well in round one. We did not crash or break anything and at the same time managed to keep the "throttle" down enough to take the lead and log a 430-mile day. A bit of our latest gains are due to us being more to the south and east than the others and hanging onto the old low longer than them. We will probably pay a

little over the next few skeds as they bring in the stronger winds from behind.

Today was a day of maintenance and general checking over the gear. There is an incredible amount of load on these boats when you go launching down the waves at 25 knots for 24 hours.



EF LANGUAGE CONQUERS

The fire hose last night was the best so far in the whole race. We were literally in a tunnel between two high walls of water, one coming off either side of the bow. The force of the spray was not numbing, but bruising. We have to wear the Oakley face shields as the sting of the spray is too intense. I forgot to add that the spray is now a cool 40°F. The "Liquid Himalayas" is a very appropriate term. At night, the phosphorescence in the water illuminates the waves tops at the crest, and what you see is white-capped mountains of water. Last night was the first night of the Tomahawk Chop — the constant swing of the arm to cause the blood to flow to the fingers. The heater broke for about 20 hours, which scared us all, but Klebbe has gotten it going again. We had a small electrical fire, a short that melted the heater's wires.

So we prepare for round two, which should begin in the darkness tonight. We stack the boat, we talk about how we will reef, how we will change the sails, the safety valves, all ahead of time. You can never be too prepared. . . it all happens too fast, especially when you can't see a thing.

Feb. 9 — 35 to 45 knots of wind, average boat speed 16 to 24 knots, full-on fire hose, water temperature 45°F and air temp 46°F. Barometer nose-diving down to 967 mb and still falling, and we just whizzed by our first iceberg already in fog. How was your Monday morning in the office? Boss a little cranky about his golf game getting rained on?

All this and I haven't been able to go forward to get a cup of coffee because we're nose diving pretty hard and need every ounce aft as far as possible. I was just working on the radar because the 0 to 45 degree sector off our starboard bow was not working. I had just yelled to the guys on deck to keep an extra look out ahead to leeward because *Swedish Match* was in the area and the radar wasn't working in that sector. It wasn't ten minutes later, the call "iceberg to leeward!" came down. I stuck my head out the hatch in disbelief, but — sure as hell — there it was, about one mile long and 100 or so feet high. I immediately logged the position and Sat C'ed race headquarters and the other boats in the area. Sure hope it was a lone renegade.

We had a long afternoon/evening after changing from our masthead 1.5, to fractional runner, to fractional reacher, to reef, to blast reacher and winds built and headed. It's been tough to go through all this work and sail hard all night and the boats behind are bringing up more breeze



at a better angle. Just need to hold them off and hope for a chance to stretch again.

— mark rudiger

Feb. 10 — I guess you have been inundated by messages from us this time. You must think we have nothing to do out here. Nothing could be further from the truth: I asked Josh to do some writing to give you another perspective and since he has been injured he has been designated radar man which is right here by the computer. I think you'll like his perspective.

We are pushing and the stress and anxiety for me is at an all time high. The iceberg we saw yesterday evening and then *Silk Cut* hitting a growler last night and losing their rig brings the risks that we are taking to a very real level. Basically, we can't see anything at night. The radar is useless for something that is less than 20 feet above the surface and 100 meters in diameter. We are traveling at 20+knots with spray flying up 5 meters in the air off both sides of the bow. We are in a tunnel of water. There is a 7-degree leeway in steering. . . too high or too low and you wipe out. We knew that there could be ice and it even sounded cool when the Whitbread veterans talked about it, but when you are in one of the crates barreling along at 25 knots, face to face with the real prospect of getting

Living large: the 'EFL' crew mastered the Southern Ocean and their competition on Leg V — at one point they were 650 miles ahead!

pasted into one of these ice cubes, it makes you think a bit about your life. I am sure when it is over, I too will only remember the good parts.

Outside we have a full "four alarm fire hose" or *Waterworld II* with 2 feet of water on the deck. One wheel is bent. . . Stevie got smashed by a wave and thrown into it. Inside, it is the "shoebox being dragged down the cobblestone street" syndrome. The slamming that this thing can take is unbelievable. We are continuously flying off the tops of waves and landing hard, very hard on the trough 3 meters below. I honestly don't know how these things stay in one piece. Someone deserves credit for the structural specifications of these boats, so far.

We have broken some small things like shackles and ropes but nothing that can't be repaired in 15 minutes. The guys are performing admirably and it is a pleasure to see them respond in these conditions. Fatigue is a bit of a factor now but we are okay on nutrition, I think.

On deck we have started sitting very far aft in the boat to help keep the bow from digging in any more than it already does. Often there is a group of three guys sitting aft of the helmsman and only one guy forward. . . the spinnaker sheet grind-

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er. The typical scene is the middle of the night, pitch black, drizzling, the water is rushing by, the wake looks like that of a Riva Super Acquarama, the cockpit fills with 18 inches of water every 30 seconds, the boat is shuddering and slamming along like a rock skipping on the water in a lake. The helmsman is at max focus and there the other three are, perched on the spinnakers, telling each other stories about our past girlfriends or some other entertaining issue. In some way the extraordinary becomes normal.

All I can say is that words don't do this experience justice. They probably even wreck it in some way. It is so real, so intense and so pure, that you just have to be here.

Feb. 10 — Another night of firehosing and iceberg watching. It's just about day-break and we've been rattling along here at a steady 20 knots all night long. Just before the sun went down last night, our wind instruments at the top of the mast went on the blink. Sailing at night at speeds in excess of 20 knots without these instruments is a bit like driving your car on the freeway at 85 mph on a snowy night with the windshield all fogged up. Anyway, Juggy went up the mast and successfully swapped the old wind wand with a new one: problem solved. Not quite so simple though. Going to the top of the

mast in 35 knots of wind while the boat lurches wildly is a mission in itself, let alone trying to hold on while working on the wind instruments with your free hand. Now compound this with the fact that, at this point, you can probably no longer feel your hands because they are frozen.

Considering that this task is hard to do when the boat is tied up at the dock on a nice calm sunny day, it makes it even more of an incredible accomplishment. It's things like this that continuously make me realize and respect the abilities and courage of the 11 guys that surround me on this crew.

I've spent a better part of last night and this morning sitting here in the nav station on radar watch. We're trying to keep every possible eye peeled for icebergs, as we saw a biggun' late yesterday afternoon. Hitting a berg at 20 knots would be bad. According to Rudi, they show up pretty well on radar but the bad ones are the "growlers". These are the smaller ones, say the size of a Volkswagon. You don't see these. Why I'm telling you all this is because I was sitting in the nav station this morning when the Sat C report came in saying *Silk Cut* had just hit some ice. It was a pretty harrowing message. . .

As for us, we're cruising along nicely, about 15 miles in front of the next boat. We're still living from sked to sked, hoping we can gain all the time. It's funny though, you think you're kickin' butt on a run, then the sked comes in and someone has gained on you. Other times, you may feel as if you've been slow, the sked arrives, and you've stretched on the fleet.

— josh belsky

Feb. 11 — I know the winter Olympic Games are on right now and we are doing

piece of rock.

I am still not used to consciously going 95%. We have sailed with one reef in most of this leg. It is very comfortable and certainly we have not crashed and caused damage. But I still can't get out of my mind how many miles we are giving up. I guess my problem is that I was born into a different mentality and you can't change an old horse.

Sleep deprivation has been on my menu for the last few days, so I am going for a good long one hopefully now. The heater is going, too, so I will go for a dry look with my clothes. I am thinking about breaking out my one set of change (thermals) at the Corn to celebrate. Rumor onboard is that Stevie even brought us a dessert for that night — Marco's birthday, too! Marco's been round the Corn five times already, three times the smart way and twice the dumb way.

Feb. 13 — Sorry I have not been as prolific as usual but I have been devoting all my energy to keeping this shoe box upright and going as fast as prudently possible, which is something hard for me to determine in the first place. Things have slowed down a bit now, 20 knots of wind, so I have just taken a six hour nap and am going to take another one right after this and try to get my batteries fully recharged for the second half of this leg.

It is Friday the 13th and we're in "Ice Cube Country". . . The last week has been nothing short of incredible sailing. We have gone one quarter of the way around the planet in longitude in seven days. The wind has been 25-35 knots from some westerly quadrant and the boat has been flying along at an average speed of 18 knots for the week. At times we have been sailing in a tunnel of water created by the bow wave, which shoots 15 feet up in the air on each side. We have had two full moon, clear sky nights. . . indescribable.

"Words don't do this experience justice. They probably even wreck it in some way. It is so real, so intense and so pure, that you just have to be here."

one of the disciplines that should be included: 12 man luge, no brakeman. The ride continues: 20-15 knots of speed, 20-foot waves, mile after mile, day after day. It is amazing how big this ocean is. We should be rounding the Corn on Saturday, just 1,200 miles away, in the daytime with any luck. A lot of us who paid good money for this ride want to see that

I think part of it is knowing that you are so far from everything and everyone, that you are still alive. It makes something as simple and pure as a starlit sky seem so special. . . You have to pause every once in awhile and take it all in. It is not something many of us will ever see or experience again. And now that we are almost done with our Southern Ocean

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sailing, I feel a bit nostalgic about leaving it behind because I know that I may be one of the ones who never comes back to this part of the planet. It takes so much work and commitment to get here. . . It is not something that one decides to do, buys a ticket, gets on a plane and leaves.

Feb. 15 — Well, I missed on my ETA for the Corn. It will be in about five hours at 11:00 UT Sunday. I asked Stevie to prepare a dish with corn in it for breakfast. He said we had no Corn Flakes. So I asked him to prepare something with corn in it for lunch. He said the only dish with corn is chili. I told him to forget I ever mentioned it. . .

The boat is starting to smell pretty bad. On leg one we all took showers once every couple of days. It has now been 16 days since anyone took a shower. All those damp clothes that end up in the dry locker get baked and put out some kind of strange smells. I guess that is one of the good things about going on deck, fresh air.

We seem to be in a good spot with the weather right now. The wind is receding to the east, so being the eastern-most boat, we are benefiting from a little more wind than our buddies out to the west. This will all come around full circle in a couple of days when we bump into the high pressure around the corner first and they continue on in with the leftover west-erlies. . .

This was our last night in the Southern Ocean for the whole race. Kind of sad to see it over. . . kind of nice that we got through it without incident.

Feb. 15 — *EF Language* rounded Cape Horn in first place at 11:00 UT today in 20 knots of wind with the Big Kahuna and spinnaker staysail up. I am sure many a seaman would have loved to see these conditions, at this spot, over the past 500

who is cruising and by the Argentinian navy for border control. It has been a busy day in the communications department.

I always knew that the rough and tough sailing in legs two and five represented the biggest challenge of this Whitbread to me and most of my crew, as novices. After getting beaten by the conditions on leg two, leg five presented us with an opportunity to redeem our pride and show ourselves and those who watch us that we had learned something about the real "Whitbread" sailing. But we had to step up and do it, it wasn't going to happen by itself. This took a lot of discipline, heads-up sailing, and hard work. For me and my crew, leading the fleet through the roughest part of leg five and around the Horn, where five-time veterans of the race were saying that the sailing was getting borderline, is a huge personal achievement. We have sailed the boat so differently than in leg two that we can hardly recognize ourselves. I have not learned so much in this sport in the last ten years as I have in the last five months.

A sailing race around the world really takes place between the Cape of Good Hope and Cape Horn. This is where you go around. Before and after are just the delivery to where the circumnavigation is possible. There is tough racing before and after, that is for sure, but the Southern Ocean is one of the unique spots on this planet. Like Everest or the Sahara, it is extreme and not many go there. I am a bit nostalgic already as I know I may never come back. In some way, last week was the "good old days", already. I will remember and talk about what I did during the last two weeks for the rest of my life. It is not often that one can say that, this soon after an experience.

So a chapter is closed. Now we have

in very good shape there and this assures us of having new fast sails right to the finish.

The sailing from here to the finish in São Sebastião will be some of the least straight forward sailing in this entire race. We are expecting to deal with a transition tonight from the southerly that we currently have to a northerly going northeast and southeast tomorrow. This will require constant sail changes and re-trimming of the boat. . . not a condition conducive to sleep. That's okay, we will be sleeping plenty in 10 days time.

Feb. 16 — Awesomely breathtaking! My two words for yesterday's rounding of the Horn and sail up the coast. Sorry to sound so Californian. We couldn't have scripted a better rounding either. The wind brought us in just west at sunrise where we jibed on to starboard and ran past "Cabo de Hornos" in chilly but pleasant conditions. . .

Marco reminded us of all the skeletons of men and ships that lay beneath us from times when Mother Nature wasn't in such a good mood. I owe her big time for this one.

Having over a hundred mile lead on the fleet didn't hurt the experience any, to say the least. Having the ability to take it all in a little without the immediate distraction of other boats around enhanced the experience. While sailing past Isla de los Estados, we had to tie our mountain climbers to the mast and Paul finally had to come on deck and confiscate the binoculars and snap everyone back to the task at hand: "Win this race!"

. . . The main thing we have to focus on now is not parking somewhere and not breaking. No matter how far ahead you are, you always have to remember that what got you there can get them there as well.

— mark rudiger

"Dear Mom — The last couple o' days have been kinda boring here at Whitbread training camp, but today was really neat."

years. We took a crew picture with the Horn in the background, did a few interviews for TV which were uplinked via microwave to the Chilean airforce plane that buzzed us at mast height several times during the hour. We have been contacted by a yacht doing the NY-SF race who is at the Horn today going the other way. We have been contacted by a French yacht

to focus on the rest of the race. We need to finish up this leg and have a good stop-over getting ready for the last four legs. We have a bunch of new sails coming that are products of our sail testing in Auckland. Many of our competitors are running low on sail cards. . . limit 38. We have been frugal so far with our sails and still have about 12 unused cards. We are

Feb. 16 — Lucky, lucky, lucky. We have had more than our fair share since rounding Cape Horn yesterday. Our buddies are stuck back there slatting in the sloppy seas while we are reaching along at 12 knots in smooth seas inside the world's largest breakwater.

But we did get ourselves into a position to be lucky and that happened three days go. I remember clearly two days and one night about 600 miles out from the Horn when we sailed the entire time with Big Kahuna, our masthead kite, on in 30 knots of wind. I suspected then that no

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one else was pushing that hard, or maybe they did not have masthead kites anymore, and that gave us a 80-mile lead rather than a 40-mile lead which turned into 140 and now close to 300. We are now in another weather system compared to our friends and that gives us a huge opportunity. Still, I don't mind being lucky. It is a nice quality to have in life. . .

Yesterday was house cleaning day. All the serious cold gear was put away as the water temp is up to 52° now. Guys who use the survival suits dried them out and packed them up, gloves were all stuffed into one of the empty food bags, hats were put away, bivy sacks taken off sleeping bags, and the rubber insulators on the bunks were rolled up and stored. Soon we will be tacking and maneuvering a lot. I want to stay one step ahead on our onboard organization, so we are ready to stack everything efficiently when we need to. We are reaching along on starboard tack in relatively smooth water so easy sailing on deck and a good time to get organized. . .

Today we had visitors from the RAF off the Falklands, one tanker called *Albert* and two Phantoms. We filmed a parody of *Top Gun*. . . I think it will be pretty humorous. Anyway, these guys flew around us for an hour wasting the British citizens' money as we chatted back and forth, telling them if that was as close as they could come, then for sure they would lose the Falklands to the Argentinians. . .

For now we are enjoying the easy life, as easy as it gets, that is.

Feb. 18 — After a hair-burning, damn-the-torpedos downwind screamer a few days ago where a one mile gain was more important than bergie bits, fatigue or food, we have settled into a race of a different kind. Now we know that with



Bringin' It on home: Paul Cayard has set a new Whitbread standard, both on the water and on the internet.

almost a 400-hundred mile lead, the hundreds of little unknowns are just lurking waiting to rain on our parade. . .

The guys are starting to get a little restless since we haven't had a sail change in 48 hours. In spite of predictions, the wind won't shift. They're not complaining too much as it is giving us good easy miles to the mark. We all remember what happened to Dickson when he was leading at this point last time so we don't need any big headwinds to challenge our rig.

Running with this cold water current (53°F), it's still a little chilly out, but we officially gave our little heater big praise and put it away with the heavy woolies and gloves. I'm convinced our improved

gear and heater helped our spirits and hence our performance. It won't be long before the shorts will come out and six guys will be negotiating for the two fans.

— mark rudiger

Feb. 18 — Dear Mom,

The last couple o' days have been kinda boring here at Whitbread training camp, but today was really neat. First the instructors roused us out of our bunks early in the dark for a sail change. I got to do the 'pit' for Juggy. He's a neat kid from down under in Tasmania. He gave me a pat on the head after 'cause I didn't drop the pole on his head this time. Then we took a break for some porridge and then we did another sail change. You didn't warn me this was going to be so much work. But I'm holding up okay.

Then there was a whole bunch of commotion in the back of the boat when Josh yelled something was tugging on the rudder. I was trying to take my nap. Everyone came running to the back until we were doing a wheely and they were looking

through the underwater porthole. Magnus and Paul said there was something big on the rudder and started laughing 'cause they said it was a big shark! Everyone was fighting to get a look. It was bent around the rudder and baring it's teeth at us. Stevie said, "Get it off, it's scaring me." So we poked at it with a stick and it went away. Juggy got it on video.

"Then a little later there was more commotion and everyone came running back again. This time we had half of Marine World on the rudder with sea stars, urchins, mussels and stuff. We poked at it with a stick and it went away too. I think the shark put it there 'cause he was mad at us.

Now I'm being punished 'cause I forgot to clean my bowl and they are making me stand up in the front in the fog

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and look out for sharks and kelp and pirates and other neat stuff. If I'm good, then I can go down in the Navigatorium and watch TV. It only has one channel and the reception is not too good, so mostly I watch the instructors try and figure out what is going on with weather and where to go. (I think I know more than they do standing out in the fog). We stopped zig-zagging so much so I think now they figured it out.

"500 years ago, people used to go to the Coliseum to watch men fighting lions. Today, they watch men in yachts trying to dodge icebergs..."

That's about it for now except they promised tomorrow they would teach us "underwater basket weaving" and "how to build kites out of old sea boots." This has been a swell adventure, but I can hardly wait to get home and have some hot dogs.

PS — Can you send some more Hershey Bars and my fuzzy slippers?

Bye for now, Rudi

Feb. 19 — We had some action today. First, a change from the reacher to the #3 jib at 05:30 local. Then as the wind continued to build and shift to the north, we tacked onto port. We tacked mostly because of the current, which is running out in the northerly direction and starting to build in the southerly direction. Our magic carpet ride is coming to an end. . .

We watch the rest of the fleet just like you do, through the scheds. It looks like *Chessie* and *Brunel* are bringing up more wind and closing quickly on the four-pack. *Merit* is showing her light air speed within the four-pack but the race between them will be decided on a much larger scale than what is happening in the conditions they have now. *Brunel* is taking a flyer out around the Falklands. This could pay if the high that has parked the four-pack continues to hold. . .

Last week I was thinking that our society is not that different than the Romans. 500 years ago, people use to go to the Coliseum to watch men fighting lions. Today, people watch men in yachts try to dodge icebergs that they can't see while surfing at 25 knots. The difference is the technology: internet vs. Coliseum. The questions are still the same. . . "Will they make it alive?"

My questions are still the same: Do we still have a President? Did Alan Greenspan burp and cause chaos in world financial markets? Is Monica Lewinski the

new Whitehouse Chief of Protocol yet? Is Saddam still doing whatever he wants to do?

Hopefully I will have the answers to my questions soon as we re-enter the atmosphere early next week.

Feb. 20 — After half a day of explor-

ing and backtracking, we have now resumed progress toward São Sebastião. The southerly-flowing Brazilian current smacked us hard last night, bringing confused seas and swirling winds. As the wind built to 27 knots we reefed and went to the storm jib to slow the boat down. We were slamming pretty hard and in light of our position, we felt it the prudent thing to do.

We have about 1.5 knots of current against us, most of which will remain with us for the remainder of the 980-mile trip. This means another 4.5 days realistically. The weather forecasts have been extremely confused. . . I think the best we can do is ignore all that and the current, and just go on the closest tack to the finish.

Last night as we were slamming, I was beginning to realize that this is getting to be a long leg. I am sure it is getting real long for those behind us although they may be consumed by the closeness of their race and therefore more distracted than we. *Brunel's* investment has paid off handsomely as she has moved to second place by finding more wind and better current east of the Falklands. *Chessie* is also back in the fray.

The water temperature hit 70°F last night. It is 68° right now. The inside of the boat went from its cool self to a steam bath. After three weeks at sea, we really stink, the boat stinks. I think a shower is imminent.

We are currently on the wind on starboard tack, heading 30°M, doing about 8 knots over the bottom, 9.5 through the water. Slow going, really. I see in front of me that our average speed for this leg so far is 12.6 knots. That is impressive considering the first five days of the race and these last five days. We will see what the next five days bring us.

Feb. 21 — I took that shower today! 20 days — no shower. That is a personal record. I feel so much better. The water temperature was up to 74°F so it was even a luke-warm shower. Used the dish soap, lots of it. Stevie will be mad at me when he finds out. But I don't care, I feel good and that is important for all of us, believe me.

The wind has filled in as per the grib, southwest 15 knots and we are now making 11 knots at the finish in São Sebastião. Looks like the wind should back all the way around to the east over the next few days with our fastest day being Monday, reaching on starboard tack in 20 knots of wind. . . junior league firehose. . . "garden hose".

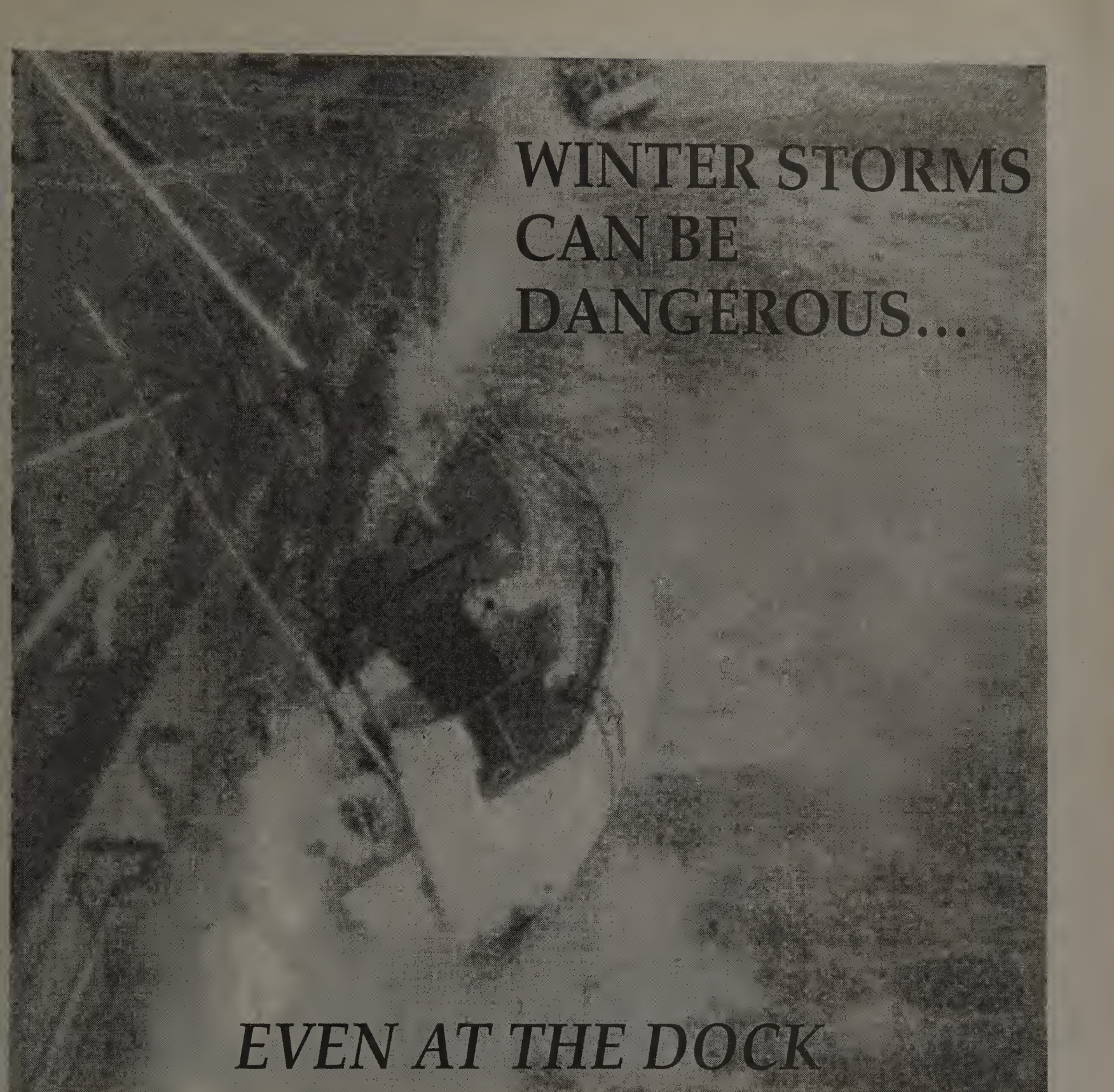
We got our first visitor today, a sort of fly. The thing must have gotten blown out here by a "pompero" or something. We are 200 miles offshore, a long way for a bug. He is sitting on the light right next to me keeping me company while I write this letter.

Speaking of the grib, *Brunel* has got herself a lane down there. Looks to me like her gains will continue for a couple more scheds at least. That group is still dealing with a high pressure cell and *Brunel* is on the outside of the wheel where there is more pressure. The only way for the others to get out there would be to gybe and that is too costly with the angles they have now.

I read the finishing instructions today for the first time. That is a sign that we are getting there. Sounds kind of fun: "finish through an imaginary line bearing 130°M off the flag pole on the veranda of a Hotel on Puntó do Araca." I guess we will know it when we see it. There is actually a lat/lon description for the hotel. Nice show for the guests.

We have got a genoa staysail that we are going to retire after this leg that looks like it has a bad case of road rash. We figured out that the thing has been up for about 10,000 miles, some of that in 30+ knots. That is some serious mileage!! It is made of 3DL, like most of our sails, and has held up real well to the beating that this race doles out. Still, the thing is hurting and I want to send it back to Minden, Nevada, as a specimen for analysis at the 3DL Institute of Technology. The thing is a war hero.

Anyway, I'm getting a little punchy so I think I will shake Rudi out of our bunk and get a little rack time myself. . .



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CAN BE
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MANDATORY LIFEJACKETS?

We admit it. We screwed up. In last month's *Sightings*, the end of an important article was inadvertently lost due to a layout snafu. The story was about the current debate among government policy makers over whether or not lifejackets should be made mandatory on all vessels nationwide.

Unfortunately, the missing piece of the story announced that February 2 was the deadline for public comment on the subject — which in itself was pretty ridicu-

boaters from different areas and interests, the Coasties need more than a few 'yeses' and 'no's. They need to know who you are as a boater and why you feel as you do. Comments can be as brief or as lengthy as you want. If you want to address the issue in detail, what follows is the *Notice of Request for Comments* from the Federal Register, 33 CFR Part 175.

modifying behavior will not by themselves be fully successful. However, the Coast Guard knows from data on boating accidents that State efforts, based on regulatory methods aimed at waterskiing and operation of personal watercraft, have been extremely successful.

Request for Comments

The Coast Guard encourages you to submit comments about the need for, and alternatives to, Federal requirements or incentives for boaters to wear lifejackets (personal flotation devices, or PFDs). In particular, the Coast Guard encourages you to answer the specific questions about these requirements or incentives for wearing lifejackets, which it developed in consultation with members of NBSAC at the meeting in April, 1997. The Coast Guard also solicits comments from all segments of the boating community, State boating safety authorities, NBSAC, the National Association of State Boating Law Administrators (NASBLA), and other interested people, groups and businesses on the economic and other impacts of Federal requirement or incentives for wearing PFDs.

Please include your name and address, identify this notice (**CGD 97-059**), the specific question or area of concern to which each comment applies, and give the reason(s) for each comment. Please submit two copies of all comments and attachments in an unbound format, no larger than 8 1/2 by 11 inches, to help us with copying and electronic filing. If you want us to acknowledge receipt of your comments, please enclose a

*We don't want to hear any whining
after the fact that "Nobody asked me!"
They're asking. Are you answering?*

lous since that edition of *Latitude* came out on February 1. Blame for the lack of advance warning, however, falls on the shoulders of the Coast Guard — not us — since they didn't inform us of the lifejacket issue until mid-January. The Coast Guard is responsible for analyzing all input and making the final recommendation to lawmakers on the issue.

We ran the notice anyway, with the hope that, if they received a sufficient number of comments, the Coasties would extend the deadline as they had in the past on other 'hot' issues.

The bad news is, at the time this issue went to press, that deadline had not been officially extended. However, 240 comments had been received, a large enough number that the powers that be were considering an extension. A 'yea' or 'nay' was due mid-March.

The good news is, we've been assured by the Coast Guard's Office of Boating Safety in Washington, DC, that any comments regarding the lifejacket issue that are received before a mid-April review meeting will be placed in the same docket as all other comments and *will be read*. So if you have opinions on the subject and want them to be heard, now's your chance. We don't want to hear any whining after the fact that "Nobody asked me!" They're asking. Are you answering?

Because we think this is such an important issue, we're going to run the request printed in the Federal Register in its entirety. For the record, we're not going to say where we stand one way or the other, as it would only muddy the water unnecessarily. We're not trying to get you to 'vote' one way or the other; we're just giving you the notice and the chance to give your opinion. And we hope you will.

Note that to properly assess input from

Summary

The Coast Guard seeks comments from interested people, groups, and businesses about the need for, and alternatives to, Federal requirements or incentives for boaters to wear lifejackets. It will consider all comments, and consult with the National Boating Safety Advisory Council (NBSAC) in determining how best to reduce the number of boaters who drown.

Background and Purpose

Most people who die in recreational boating accidents drown, but most of the victims would have survived if they had worn lifejackets. Through its Recreation Boating Safety Program, the Coast guard tries to reduce the number of recreational boating accidents. Although recreational use of water has caused fewer and fewer deaths over the last 20 years, boating accidents still cause more deaths than any other transportation-related activity except use of roads. Boating accidents caused over 800 deaths in 1995, over 600 of them through drowning. Although 68 victims drowned while wearing lifejackets, 561 victims drowned while not wearing them. Nobody knows how many of the 561 victims would have survived if they had worn lifejackets. There is evidence to suggest that factors other than drowning were the primary cause of death for most of the 68 victims who died wearing lifejackets. On the contrary, the best way to minimize the number of deaths due to drowning is to maximize the number of boaters wearing lifejackets.

Each year the Coast Guard sponsors a national boating safety campaign based on educational methods aimed at encouraging boaters to wear lifejackets. Realistically, such nonregulatory methods of

PFDs — Know Your Options

- Type I: Offshore Lifejacket** (for rough or remote water, when slow rescues anticipated)
- Type II: Near-Shore Buoyant Vest** (emergency use; not suitable for long periods in rough water)
- Type III: Flotation Aid** (for continuous wear in calm inshore waters; i.e. waterski vest)
- Type IV: Throwable Device** (such as cushions and life rings)
- Type V: Special Use Device** (such as a boardsailing vest)

stamped, self-addressed postcard or envelope.

A. Boating activity of Commenter.

1. How much risk do you believe recreational boating involves?
2. Do you agree with the following

— YOUR CHANCE TO COMMENT

statement: If I fell overboard, would I feel just as safe if someone threw me a lifering or bouyant cushion (Type IV PFD) as I would feel if I had been wearing a standard jacket style (Type I, II, III or V PFD)?

3. Would a requirement for wearing a PFD likely affect your participation in recreational boating, and how would it affect it?

4. Recreational boating varies widely depending on the interest of the individual boater. Individuals may own, rent or be a passenger on a boat, the boat may be manual, sail or motor powered; the reason for boating may be for relaxation, transportation, competition or excitement. Please tell us something about your recreational boating activity, including how often you go boating, what type of boating activities you do, and the type of water on which you go boating.

5. Please tell us what type of PFD you carry when you go boating, whether or not you or other passengers wear a PFD, and the reason(s) for wearing or not wearing a PFD.

B. Manual Wearing of PFDs

1. Several states have imposed various requirements for wearing PFDs — by children, during waterskiing, aboard personal watercraft and so on. What Federal requirements should the Coast Guard propose, if any, for wearing PFDs to ensure uniformity around the country? Should the Coast Guard propose Federal requirements only in those states with no requirements for children, while waterskiing, aboard a personal watercraft, or for any other appropriate category of boaters of boating activity?

2. What Federal requirements for wearing PFDs should the Coast Guard propose, if any, based directly on higher fatality statistics in one or more categories of boaters, boating activities or boating conditions?

3. What Federal requirements for wearing PFDs should the Coast Guard propose, if any, based on higher fatality statistics involving one or more sizes or types of recreational vessels?

4. What Federal requirements for wearing PFDs should the Coast Guard propose, if any, based directly on higher fatality statistics related to ages of the victims?

5. A survey of state boating laws, conducted in 1996 by NASBLA, under a Coast Guard grant, revealed that 25 states imposed requirements for the wearing of PFDs by children under various ages (from under 13 down to under 6). What Federal requirements should the Coast Guard propose, if any, specifying an age below which children must wear PFDs during any activities or under any conditions?

stance.

8. If you know of instances where safety makes wearing PFDs unacceptable or undesirable, please describe them.

9. Are you aware of the intended uses and limitations of the various types (Type I, II, III, IV and V) of PFDs and the kinds of PFD flotation (inherently buoyant, hybrid inflatable, fully inflatable) approved by the Coast Guard?

10. What Federal requirements should the Coast Guard propose, if any, that boaters engaged in any particular activities wear PFDs under any conditions?

11. Describe any other boating activities, conditions or categories under which the Coast Guard should propose Federal requirements that all boaters, or specific groups of boaters, wear PFDs.

C. General

1. What benefits (in terms of safety or other terms) do you think would accrue from Federal requirements to wear PFDs? What costs (in terms of money, paperwork, inconvenience or other terms) would accrue from such requirements? Would the costs outweigh the benefits?

2. Please describe any nonregulatory ways to reduce the number of deaths by drowning at lower costs with less burden than Federal requirements would entail.

3. Is there any other information you feel may help the Coast Guard to reduce the number of deaths by drowning with the lowest cost to, or least burden on, the Coast Guard itself, the States, and, most of all, boaters?

Comments should be mailed to the Executive Secretary, Marine Safety Council (G-LRA, 3406) [CGD 97-059], U.S. Coast Guard Headquarters, 2100 Second Street SW, Washington, DC 20593-0001.

You may also read a copy of this notice on the internet, at the website for the Office of Boating Safety, at www.uscgboating.org/.

The Coast Guard will summarize all comments it receives during the comment period in response to this notice, place a copy of the summary in the public docket, and provide copies to the members of NBSAC for them to consider at their meeting in April, 1998. It will itself consider all relevant comments in the formulation of any regulatory and nonregulatory measures that may follow from this notice.

— Rear Admiral Ernest R. Riutta, USCG
Assistant Commandant for Operations



Even 'old school' sailors like Mona are getting hip to the wisdom of wearing PFDs in rough conditions. But all the time? (Art by HumboltY.C.)

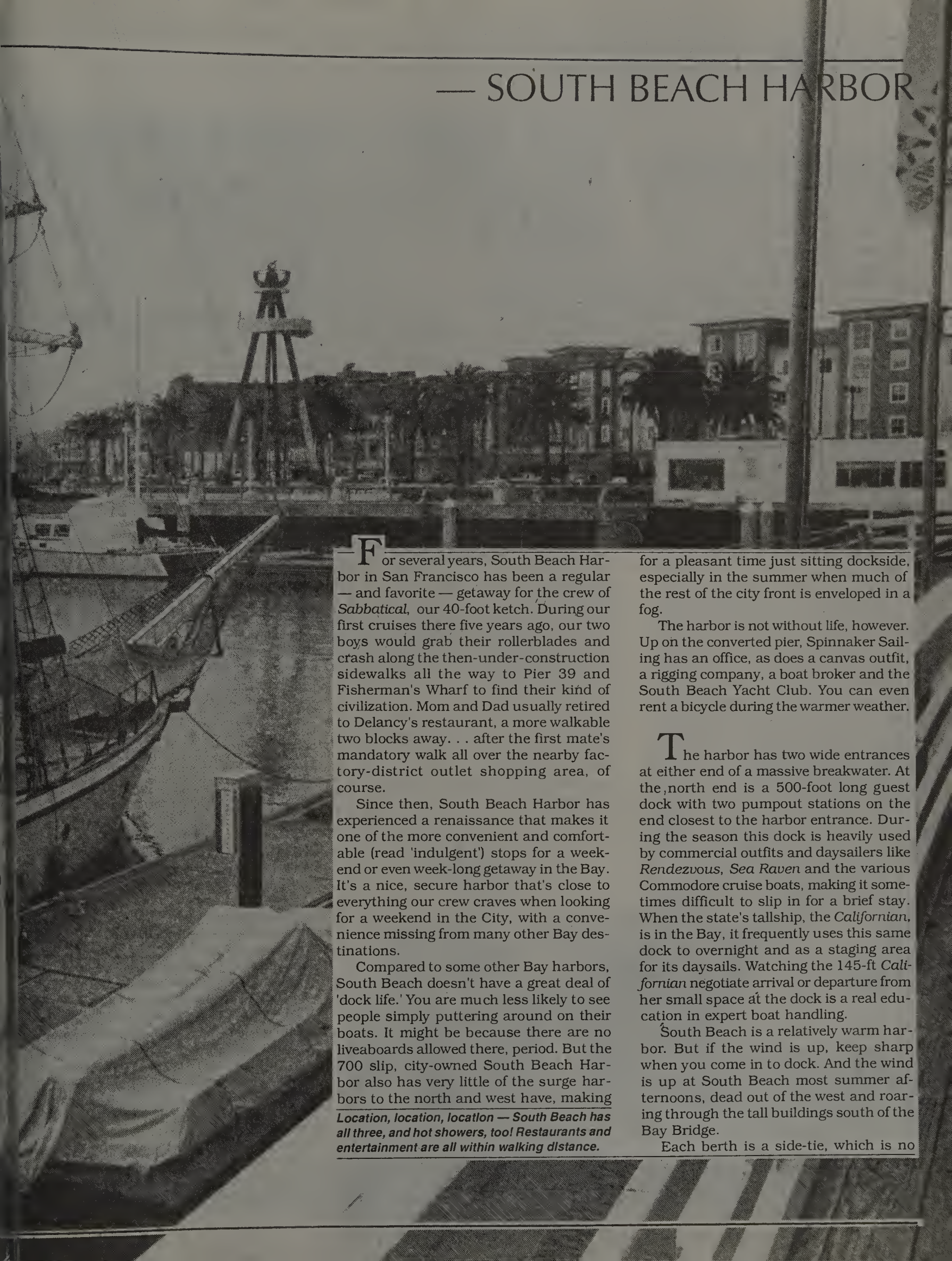
6. Statistics for 1995 show that 476 (75%) of the 629 drowning victims were non-swimmers. What Federal requirements should the Coast Guard propose, if any, for non-swimmers to wear PFDs during any boating activities or under any boating conditions? How would boaters or law enforcement agencies determine who is a swimmer and who is a non-swimmer?

7. If you know of an instance where a person did not wear a PFD, but where that person or you later wished that person had worn one, please describe the in-

WEEKEND GETAWAY



— SOUTH BEACH HARBOR



For several years, South Beach Harbor in San Francisco has been a regular — and favorite — getaway for the crew of *Sabbatical*, our 40-foot ketch. During our first cruises there five years ago, our two boys would grab their rollerblades and crash along the then-under-construction sidewalks all the way to Pier 39 and Fisherman's Wharf to find their kind of civilization. Mom and Dad usually retired to Delancy's restaurant, a more walkable two blocks away. . . after the first mate's mandatory walk all over the nearby factory-district outlet shopping area, of course.

Since then, South Beach Harbor has experienced a renaissance that makes it one of the more convenient and comfortable (read 'indulgent') stops for a weekend or even week-long getaway in the Bay. It's a nice, secure harbor that's close to everything our crew craves when looking for a weekend in the City, with a convenience missing from many other Bay destinations.

Compared to some other Bay harbors, South Beach doesn't have a great deal of 'dock life.' You are much less likely to see people simply puttering around on their boats. It might be because there are no liveaboards allowed there, period. But the 700 slip, city-owned South Beach Harbor also has very little of the surge harbors to the north and west have, making

Location, location, location — South Beach has all three, and hot showers, too! Restaurants and entertainment are all within walking distance.

for a pleasant time just sitting dockside, especially in the summer when much of the rest of the city front is enveloped in a fog.

The harbor is not without life, however. Up on the converted pier, Spinnaker Sailing has an office, as does a canvas outfit, a rigging company, a boat broker and the South Beach Yacht Club. You can even rent a bicycle during the warmer weather.

The harbor has two wide entrances at either end of a massive breakwater. At the north end is a 500-foot long guest dock with two pumpout stations on the end closest to the harbor entrance. During the season this dock is heavily used by commercial outfits and daysailers like *Rendezvous*, *Sea Raven* and the various Commodore cruise boats, making it sometimes difficult to slip in for a brief stay. When the state's tallship, the *Californian*, is in the Bay, it frequently uses this same dock to overnight and as a staging area for its daysails. Watching the 145-ft *Californian* negotiate arrival or departure from her small space at the dock is a real education in expert boat handling.

South Beach is a relatively warm harbor. But if the wind is up, keep sharp when you come in to dock. And the wind is up at South Beach most summer afternoons, dead out of the west and roaring through the tall buildings south of the Bay Bridge.

Each berth is a side-tie, which is no

WEEKEND GETAWAY

big deal, unless you are given the upwind side of the berth. When that happens with *Sabbatical*, we don all our fenders on the downwind side, just in case our line handlers can't get off quickly enough to snug the lines and we drift down. (Need I say we learned this the hard way?)

Docking during the worst of the winds is not for the faint-hearted, or for anyone afraid of building up some necessary momentum before making the turn into the slip.

On several occasions, when it's really been gusting to what felt like gale winds, we've parked *Sabbatical* along the long east-west guest dock until the wind dropped. But if you arrive before 1 p.m. most summer days, the wind usually isn't all that strong and you can slide in like it was your home port.

Through April, there's generally little wind in the harbor, and plenty of transient slips. If you want to spend a weekend night or two after that (and through about October), you should call ahead as much as two weeks before your planned arrival to make sure there's room. Harbormaster Carter Strauch reserves 20-25 slips for overnight transients year-round. "But in the summer they fill up fast," he notes, "especially when we get groups in here for the weekend."

If you're one of those impulsive types who doesn't plan anything more than five minutes in advance, you don't necessar-

on short notice. "Some weekends we do have space," he notes.

Whenever *Sabbatical* comes in to

South Beach, we monitor Channel 16 and usually give the harbormaster a courtesy call to let him know we're approaching, even if we have a slip reserved. One of the har-

bor staff is frequently out and about in the harbor's small wooden runabout checking on things. Once last year as we approached, we heard the harbormaster chattering with some herring fishermen who had blocked both entrances with their nets. After our call, the skiff came out, got the fishermen to 'open the gate,' and then led us through the maze of nets into our guest slip. We were quite grateful for the help — even moreso that afternoon when we watched a 30-foot sailboat get entangled in herring nets just outside the entrance to the City Marina. The boat and two fishing boats got towed *en masse* into the harbor for a long evening of cutting and untangling.

The South Beach Harbor pumpout area is kept open at all times and it's a point of pride with the staff that the

The Sailing Ship Restaurant adjacent to South Beach is still going, despite being dismantled in storms last year.

No more need to dodge the traffic and construction that isolated the South Beach area for pedestrians for years.



harbormaster's office to get a slip assignment and the all-important gate key.

The key is a critical element at this harbor. You need it to go in both directions — in and out — and unlike other Bay Area marinas, which ask for a check or cash deposit, in order to get ahold of gate keys at South Beach Harbor you either surrender a credit card or your driver's license, which is held until you return with the goods. The gates are also electronically controlled from the office — just use the intercom and the office will buzz you through.

Overnight fees are \$.50 per foot, paid in advance, but if you want to simply land, have lunch, wander around the area a bit and then take off, the harbormaster has a \$5-for-three-hours berthing rate. Sometimes that means dangling your boat off the long pumpout/guest dock, but frequently a slip will be available. The slips are all quite solid with concrete docks and 30-amp electrical outlets, except out at the north side of A dock, where the power is all 50 amp and, unless you're running an arc welding service from the boat, you will need an adapter.

The far end of A dock, which you see when you first enter from the north entrance, is the only part of the harbor that seems to suffer from any surge or pass-



ily have to pass up South Beach. Strauch says to give the harbor a shout on VHF Channel 16 to ask about vacancies, even

pumps are always in working order. On occasion *Sabbatical* has side-tied at the pumpout dock while the crew went to the

— SOUTH BEACH HARBOR



Like most upscale marinas, South Beach packs 'em in. When the weather warms up, make sure you call ahead for guest slip availability.

ing wakes, so when you ask for a slip, make sure the words "close-in, please" are part of the request.

The greatest joy of this city-owned harbor is not on the docks, though; it's on the other side of the gates where San Francisco unfolds. The amount of tasteful new commercial development within easy walking distance is amazing, particularly if you remember what the locale looked like when the harbor was first finished more than 10 years ago. Back then, the only nearby food option was the venerable Java House, which predates South Beach Harbor by decades. The place is still there, and still serves a tasty morning dosage of traditional cholesterol: two eggs over-easy, hash browns, bacon and a side of buttered toast.

Within sight of the top of the north ramp, the Java House has been joined by the Pier 40 Roastery & Cafe which offers bagels and baked goods, sandwiches and homemade soup. The spiced black bean soup is a particular favorite to take the chill out of windblown sailor's bones.

Nearby these two establishments are

almost a dozen new cafes and restaurants in the area, all of which seem to gracefully accept normal 'boat attire', though my yellow sea boots still do attract the occasional raised eyebrow.

Sometimes when we make a short stop to pick up City passengers, the crew races up the block by Delancey's Restaurant to

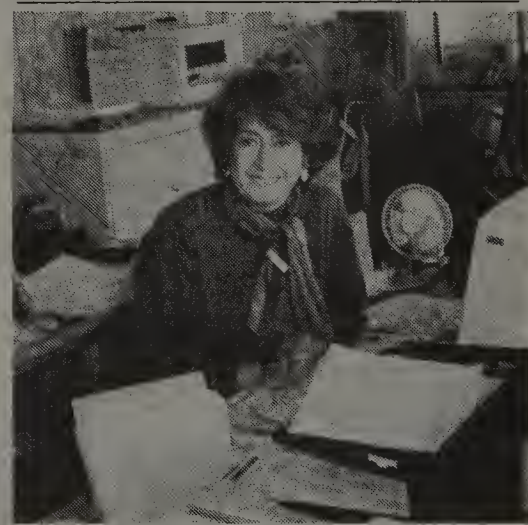


an upscale deli that rivals the quality of Mollie Stones in Sausalito, the barometer for all privately-owned markets in our boat travels.

South Beach borders the factory district, and many "outlet-type" stores have opened in the surrounding blocks of warehouses offering everything from socks to stereos to ski equipment. More important — well, at least to some of our crew — is the new West Marine just a few blocks up Townsend Street. Though the store has been open about two years now, it still has that new feel to it, and while it doesn't stock quite the same array of gear as some of its larger relatives around the Bay, one phone call always seems to get things there overnight.

The wide sidewalks along the Embarcadero are all nicely paved now, making for a comfortable — if long — walk all the way to Aquatic Park and Fort Mason. No more need to dodge the traffic and construction that isolated the South Beach area for pedestrians for years. One of the first mate's favorite walks is along Embarcadero to Fisherman's Wharf, then through Fort Mason (on the pedestrian walkway) and ending up — surprise! — at the Just Desserts restaurant in the Marina District next to Safeway.

If walking isn't a fun thought (or if El Niño is up to its rainy mischief that's now



Above, Harbor Office manager Olinda Aldrich always has a smile ready. Left, it's supposed to be a buoy, not a sextant.

forecast to last through April), getting around the City from South Beach is much easier now that the San Francisco Muni railway opened a spur along the Embarcadero. Shiny new trams zoom along every 15 minutes from the Cal Train station south of the harbor, hooking into a main hub of Muni near Market Street.

Prior to opening the railway, public

SOUTH BEACH



transportation along the Embarcadero consisted of diesel-belching Muni buses, the schedules of which are as user friendly as World War II Navajo encryption codes.

The upscale area around the harbor even has its own art — a massive steel sculpture called *Sea Change* at the north end of the harbor. The piece was finished in late 1995 by renowned artist Mark Disuvero, who has had work exhibited all over the world. Designing and building *Sea Change* had special meaning for Disuvero, who many years ago arrived at Pier 40 in San Francisco as a 12-year-old immigrant. As a young man, he worked on the docks as a welder before getting into art.

Although some people 'see' a sextant at the top of the structure, Disuvero meant *Sea Change* to look like a sea buoy.

Disuvero has studios in New York — and Petaluma.

We discovered on our first visit years ago that South Beach is an excel-

If all else fails, you can always go over and watch the new baseball stadium being built next door to the harbor.

lent location to rendezvous with any guests visiting us for a daysail. It's right beside the Bay Bridge and — at least until the new stadium is built literally right next door — there's ample parking. But if you do arrange to meet someone there and you happen to say South Beach Harbor "is at Pier 40," be sure to remind your party about the weird numbering system used along the Embarcadero: Odd-numbered piers stretch west of the Ferry Building; even-numbered ones go east. We once had someone wander around Pier 39 for hours looking for our boat at Pier 40.

Last winter, we berthed *Sabbatical* at South Beach for a week, and became San Francisco tourists who were lucky enough to have a warm boat to retire to in the evening instead of an overpriced hotel. (A hot tub in the harbor would be a nice addition, but hey, it is owned by the City of San Francisco. Be glad they have hot

showers and clean heads.)

One drizzling evening, we donned our foul weather gear and ended up taking in *Phantom of the Opera* at the Curran Theatre, a good long walk from South Beach, but still within hoofing range. When we came out of the show at nearly 11 p.m., we were a little apprehensive about cutting through one section of Market Street on our way back to the boat — until we spotted our reflection in the mirror of a clothing store. Sporting bulky jackets, knit wool caps and heavy sea boots, we looked like just the kind of people we wanted to avoid. Needless to say, we got back to the harbor without incident, unless you count a blister from walking several miles in rubber boots.

That same evening we sat up quite late enjoying the sights and sounds of the City from *Sabbatical's* cockpit — covered for the occasion with a tarp over the boom to keep the light rain off us. A tiny propane heater on the cockpit sole kept it warm, and the lights from some of the tall City buildings cast a warm, misty glow over the harbor.

The only thing hindering the romantic mood that night was our neighbor on the next dock: a several hundred pound sea lion who whumped, wheezed, belched and made loud snorting noises for most of the night. At one point, after we retired below and couldn't sleep with all the racket, I thought I might frighten him off the dock by approaching him with my flashlight. All I got for the effort was a loud roar and a blast of stale herring breath in my face.

The next morning he was gone, probably to have his way with the herring before the fishermen set their nets. Yawning a lot from abbreviated sleep, we enjoyed breakfast as we listened to the City come alive. Then, reluctantly, *Sabbatical* left, too.

— michael fitzgerald

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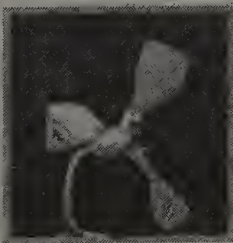
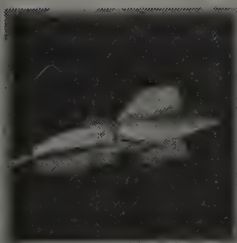
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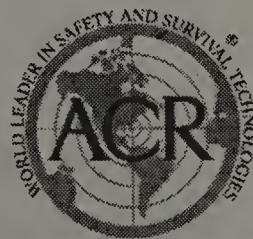
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ROBERT FLOWERMAN

When asked how Robert Flowerman, Sausalito delivery skipper/grand prix racer/fine artist, has changed over the past 30 years, one of his friends said he's sort of like the actor Sean Connery: he's doing the same job he was back then, he's better at it now, and he's still a terribly attractive guy.

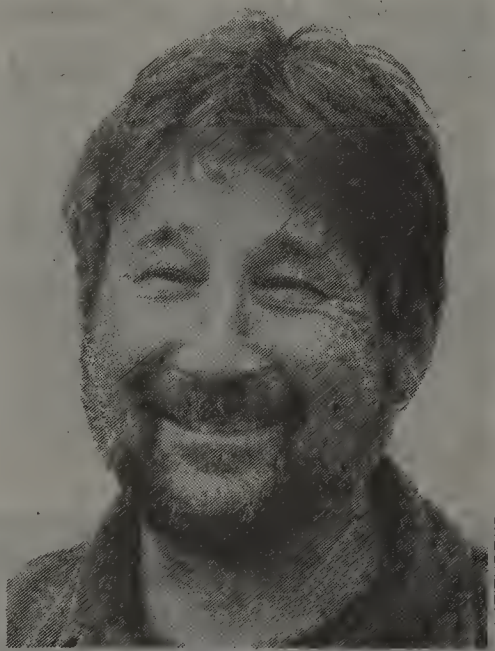
Such a characterization isn't a bad place to start for the 54-year-old Flowerman, one of the Bay Area's most experienced and competent blue water sailors and racers. He's not a grab-the-headlines kind of personality, but there are no lack of people in the sailing community who have a good word to say about him.

Typical of those comments is one from Lance Brown of Santa Cruz Yachts: "Robert's a very ca-

pable sailing master and also an excellent racer, two skills that don't often match up. Some skippers can make a boat bulletproof to go offshore, but they can't also make it go fast." Or John DeLaura, owner of the ultralight 70-foot sled *Silver Bullet* which won two TransPacs and finished second in another with Flowerman as boat manager and crewmember: "Robert is one of the best delivery skippers around. He takes his preparation seriously, especially for long crossings, and he's still competitive when racing."

Flowerman might squirm at some of the platitudes others offer up for him. Seated at a Sausalito restaurant recently, he presented the image of a man who doesn't like to draw too much attention

squall or working in his art studio on an oversized canvas than socializing with the Marin County party folk.



Robert Flowerman.

Flowerman's roots run pretty deep in the land north of the Golden Gate, however. His mother comes from a long line of Marinites, and her grandfather, Don Eduardo Mariano Soberanes, was a rancher and contractor who built many of Mill Valley's streets. Robert's father descended from European Jewry, which made his childhood weekends one lengthy religious observance. When his father decided to build

a house in Pedro Point, the area we now know as Pacifica, he and young Robert would camp out on the property and host their Jewish relatives on the Saturday Shabat, followed by his Christian mother's Spanish-American clan on Sunday.

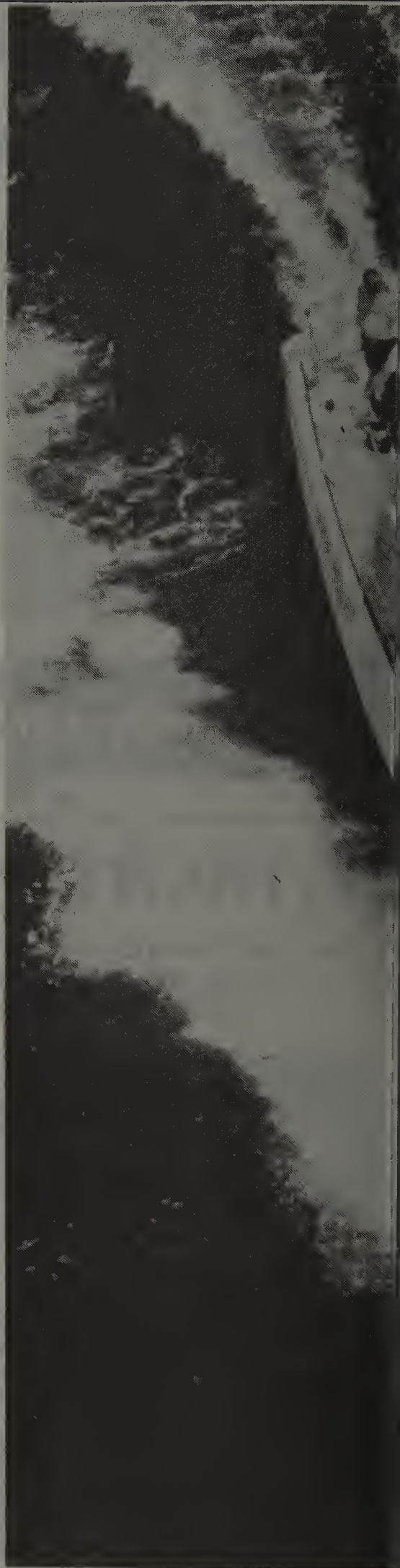
Sailing didn't really play a prominent role until Robert reached his mid-teens. His dad was one of the avid Bay sailors who campaigned the hot boats of the 1950s and '60s along with sailors like Hank Easom, Peter Sutter and Myron Spaulding. The old man, also named Robert, was also one of the first "sparkies," or marine electronic whizzes, setting up his own shop, Cal Marine Radiophone, in San Francisco. Family boats included a Bear Cub, a Clipper, a Mercury and the 20-

"We were doing 15 to 20 knots with three reefs and a storm jib up..."

to himself. He dresses casually and his salt and pepper beard is trimmed closely. His one small flourish is a single gold earring. While he might be considered a bit broody, it's obvious as he opens up that he's someone who sees how something should be done and then goes about it in the best way he knows how. It may also be that he's a soul who's much more at ease steering a sloop through a Pacific

foot mini-ocean racer *Caranita* which father and son built in the garage. "It had a reverse sheer, fin keel and outboard rudder built out of plywood — all really cool

'Silver Bullet' streaks toward Hawaii in the '89 TransPac. The next year, Flowerman delivered the boat to Florida, where she raced (unofficially) to Southampton in the last leg of the '88-'89 Whitbread Round The World Race.





—THE ART OF THE SAILOR

stuff
for
that
time,"
says Robert. In
addition to
imparting a
love of sailing,
the elder Robert
stressed to
his son "that it's
the quality of the
journey that
counts, not the destination. That's been
a guiding light for me,"
says Robert.

After moving back to
Marin in his junior year of
high school, Robert was exposed
to more than just the sailing crowd.
Sausalito at the time teemed with Beat poets
and New Age luminaries, including Alan Watts,
Jack Kerouac and Allen Ginsberg.

"Things were pretty wild then," Robert
understates. Words didn't appeal to his
way of capturing the great ideas of the
time, but fine art did, and he enrolled at
the San Francisco Art Institute in 1964.
By chance he found himself in a studio
class with Richard Diebenkorn, the famous
abstract expressionistic painter, and soon
realized that he was studying with a master.

"My goal has always been to be both a
sailor and a painter," he says. "They've
always fit hand in glove. When you're off-
shore, you get to see the big horizon,
which is where we all want to go in our
heart and soul. Painting takes me to the
same place. When I come back from the
sea, my palette is enlarged. You can't paint
like the gods, but you can try."

GERI CONSER

ROBERT FLOWERMAN

Sailing mentors have also played a major role in Flowerman's nautical education. Growing up, there were all his dad's pals. In his late teens, he worked at Jim DeWitt's infamous Quonset hut sail loft in Richmond, where Jocelyn Nash, Hank Jotz, Tom Wylie, Hal McCormick

Commodore doesn't remember much about that trip himself, at least not as far as the young Flowerman is concerned. He does recall, however, that Robert was

"If you couldn't navigate by celestial at that point in history, you were just a delivery skipper bullshit artist."

and future Whitbread race boat builder Bill Green spent time.

One of the most pivotal experiences in Robert's development as a professional sailor took place around the same time, when he helped Commodore Tompkins deliver the Bermuda 40 *Tiare* from San Francisco to Los Angeles for the Trans-Pac. "It was the first time I'd ever been to sea with a real pro," he says. "Commodore was really knowledgeable and disciplined. He was a leader and he kept tabs on everything about the boat. He was stern, but when I showed an interest in learning things, he was more than happy

dedicated to the craft of seamanship. In later years, whenever Commodore worked on deliveries or other boat projects, Flowerman made himself available. "That's a key for anybody who wants to get into this business," says Tompkins.

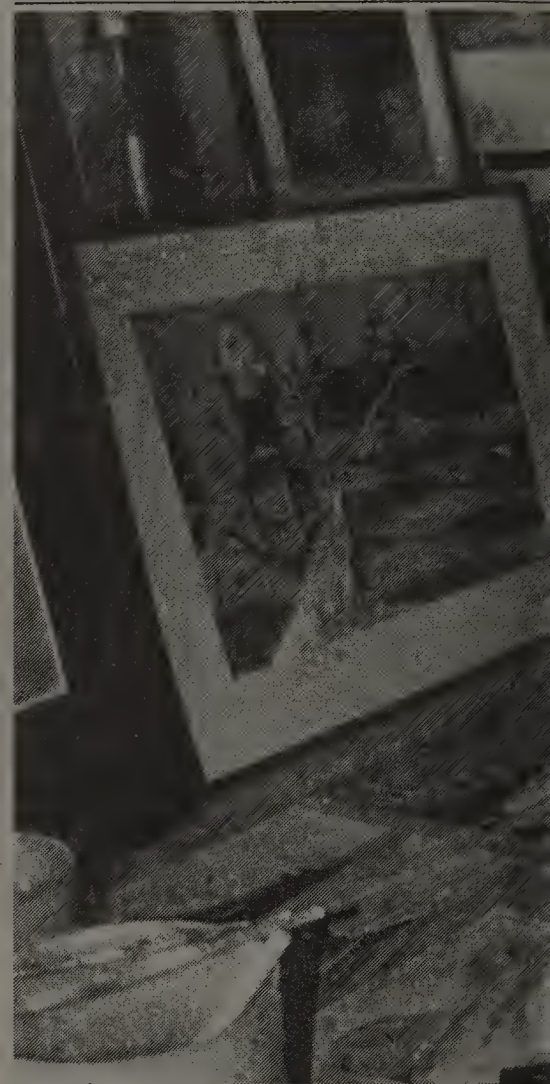
Another touchstone voyage took place not long after the Commodore adventure, this time on a delivery back from Hawaii aboard the K-50 *Rascal*. Skipper Fred Huffman imparted his sailing knowledge to young Robert, and also expanded his world view by introducing him to writ-



In the heyday of the ULDB 70 fleet, 'Silver Bullet' was the boat to beat offshore. Her success was due to the chemistry and talent of a crew of mostly Northern California rockstars, here assembled after her 1993 TransPac win. They are (l to r, back row): 'Big Mike' Howard, Mark Rudiger, Robert Flowerman, (owner) John Delaura, Dave Gruver, Jeff Madrigali, Billy Erkelens, (l to r, front row) John Jourdane, Mark Simms and Curtis Blewett. Today, 'Silver Bullet' sails as the turbo-sled 'Luna Barba' out of Vancouver.

to feed me as much information as I could handle. That experience really gave me a sense of the big picture."

ers like Sartre, Dostoevsky, Somerset Maugham and D.H. Lawrence. "I was at the age where I was ready to have another



conversation about human history, about what's important, about why we shouldn't go to war," recalls Robert.

Closer to shore, there were additional skills to learn. Robert raced actively on the Bay and in the Gulf of the Farallones, and campaigned boats like George Kiskaddon's 33-foot *Spirit* in the fabled Southern Ocean Racing Circuit, the Bermuda Race and the TransAtlantic Race. He also spent time building, repairing and maintaining boats. In the late 1960s, Robert, his wife and their young son participated in the Marvel Boat Farm, a communal boatbuilding operation in Davenport just north of Santa Cruz. It was here that Robert helped Tom Wylie construct the latter's career-launching 24-footer *Nightingale*, as well as building a traditional 23-foot cruising sloop and several El Toros.

There were two more elements that Flowerman needed as his career moved into the 1970s. One was celestial navigation, which he tackled on a delivery with Ian Desmares, a seaman from the islands of Jersey. "I learned enough to go along with my seamanship skills to be able to go to someone and say I was a delivery skipper," he says. "If you couldn't navi-

COURTESY ROBERT FLOWERMAN

— THE ART OF THE SAILOR



LATITUDE/JR

An artist most of his life, Robert figures he's produced over 1,000 paintings. Subjects range from seascapes to nudes to Vermeer-like dreamscapes. Although large works are done in acrylics, Flowerman favors watercolors for his smaller paintings. On races, he often ships his supplies to the destination ports for use upon arrival. On deliveries, he brings them along, breaking out brush and sketchpad at ports along the way. He estimates that 40% of his paintings — or at least the spark of the idea — have been created on boats.

gate by celestial at that point in history, you were just a delivery skipper bullshit artist."

The other ingredient was simply the confidence that he could handle a boat and crew across a large body of water. Robert cleared that hurdle in 1976 and 1977 when he recommissioned his own Spaulding 33 and sailed it over to Hawaii with his brother Paul and Carlos Badell. After cruising the islands for a year, Robert brought the boat back to California. The whole adventure was done on a shoe-string budget, with much of the equipment he had made himself. He built a life-saving box, for example, that had all the stuff you'd put in a life raft and then some. "After that trip, I felt I could really say that I could be a skipper. I could handle the weather, make decisions and be responsible for the others onboard. It doesn't matter if they screw up, because I'm supposed to watch them and make sure they don't."

From then on, Robert's resume lists an impressive array of deliveries, mostly for grand prix race yachts which he also raced. "Robert's the consummate seaman," says Jim Mizell, owner of the Smith 43 *High Risk*, which Flowerman delivered to and raced in events like the Kenwood/Clipper Cups in Hawaii, Long Beach Race Week and the Big Boat Series. "He treats your boat like it's his own."

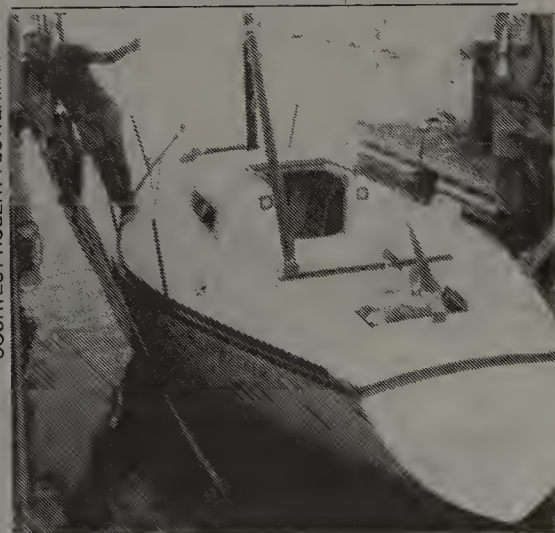
Perhaps Flowerman's biggest success so far in terms of a long term project was the time he spent managing and skippering the Santa Cruz 70 ultralight *Silver Bullet* for Southern California owner Delaura. The two hooked up about ten years ago just as the big sleds were beginning to enjoy their heyday. Delaura took a bit of a chance hiring an outsider to the LA sailing scene, but Flowerman rewarded him with extreme dedication and hard work.

Robert's 'reward' was Delaura's decision to bring aboard several standout Northern California sailors, including Jeff Madrigali, Mark Rudiger and Carlos Badell. These 'front four' formed the nucleus of the racing crew, which many would argue was the best sled contingent of the 1980s. "Robert doesn't get much credit for *Silver Bullet's* success," says Commodore Tompkins, "but insiders know he really turned that program around and was the driving force behind the boat."

While *Silver Bullet* holds a special place in Robert's memories, his all time favorite boat is *Warspite*, the Wylie 43 which tragically burned up in a Detroit warehouse fire earlier this year. Flowerman was aboard when Commodore Tompkins delivered the boat from Hawaii to San Francisco in 1993, and skippered her himself on the 1994 delivery home for owner Kevin Meechan.

For one, the boat was designed by an old friend, Tom Wylie, who also designed Robert's Sausalito "apartment," a 28-foot Hawkfarm named *Sleepwalker* that Robert built himself. Secondly, he got to sail the boat with Commodore and Jonathan Livingston, both old friends and shipmates. Most importantly, though, he said the boat just "sailed like a dream all the time. It looked cool, it felt cool and it just made us laugh all the time it was so much fun." In particular, he recalls running out of Hawaii on a southwesterly Kona wind with a double reefed main and a #4 jib and just rocketing along at 17 knots with fingertip steering. "There was no reason to go any slower because we just would have been creamed by the seas," he says

'Sleepwalker', a Hawkfarm that currently doubles as Robert's 'apartment', is one of many boats he's built over the years.



COURTESY ROBERT FLOWERMAN

with a laugh.

Delivering thoroughbred race boats has become something of a specialty for

ROBERT FLOWERMAN

Flowerman. When he says he's cautious on a delivery, he's describing the upper range of that categorization. "He's certainly not cautious about the boats he chooses to deliver," says Tom Wylie. "Many delivery skippers wouldn't touch a *Silver Bullet* or a *Sayonara*. It's like Robert's driving an Indianapolis 500 race car on its own wheels to the race track."

For that very reason, Robert chooses his delivery crew based on their racing experience. "They understand the pressure gauge on the backstay and know not to overwind the runners," he says. "You can deal with a lot of things at sea, but if you invert the mast while you're pounding into a seaway, it only takes a second before the mast's in the drink and you've got serious problems. As the skipper, I'm responsible, even if I didn't make the mistake. I'm supposed to have that other eye open for things like that." His crew list varies, but some of his regulars are Delmar Badell, Carlos' son, and America's Cup sailor Suzette Smith, who got her first shot at an ocean delivery with Robert on *Wall Street Duck* in 1983.

Like anyone, Flowerman has had a few trips from hell, some due to bad weather and some due to the social dramas that occur either under way or in port. The latter he's reluctant to reveal (who is this Monica Lewinsky character, anyway?), but the former he says have hit him on

the way back from Hawaii several times. Carlos Badell says they dodged hurricanes all across the Pacific back in 1976 and there have been storms packing winds over 50 knots on other deliveries. "It's a lot of work to get up and change

down the headsails as the conditions worsen," says Robert. "When I'm the boss, I try to get way ahead of those changes. It's just a lot of worry when everyone gets weary and their disposition suffers after a couple of days of no sleep in storm conditions."

There's also the issue of reigning in boats like *Falcon 2000*, the ILC maxi that Robert delivered first to San Francisco and then to Fort Lauderdale in 1996. "We were doing 15 to 20 knots with three reefs and a storm jib up," he recalls, "which loads the winches up just as if you had a #1 jib up and doing 11 knots. With a small crew in the middle of the night, you're not try-

ing to have a more diverse 'skills bank' to draw on and their learning curve has been faster. Still, Robert doesn't feel he was at any disadvantage. Sailing boats like *Spirit* back in the 1960s was definitely on the leading edge of the sport at the time. "I don't mean to romanticize the past," he says, "but the fundamentals are still the same. They haven't changed the laws of physics. One big change is that we have a better grip on the wind and the weather now."

Flowerman still enjoys the thrill of racing, too, although he finds it difficult at times to change from delivery skipper mode to no-stops racing. "Sometimes I get grumpy during a race and tell the others they shouldn't be doing something that way," he admits. "They just tell me to get back in my hole. It can become an ego thing, but when I can back off and stop resisting, I learn a lot from these rock stars like Jeff Madrigali, who's so talented and such a leader. But I'm constantly switching hats and I don't always get one off and the other on in time. I just have to laugh about it sometimes because it's so



How many of us can claim our earliest memories were on a boat? Robert at the helm of his family's *Bear Cub* (a smaller version of the *Bear Boat*) at age 4.

COURTESY ROBERT FLOWERMAN

"Robert's a very capable sailing master and also an excellent racer, two skills that don't often match up."

ing to be rock stars. You're trying to go slow and that's it!"

When asked how the job of delivering boats has changed over the past three decades, Robert says the skill level required to move boats like *Falcon 2000* or *Silver Bullet* around the ocean is much higher. The younger skippers at work to-

goofy."

Goofy isn't a word many would associate with Flowerman, who's built his reputation on preparation and caution. But as most artists will tell you, it's not until you master the basics that you learn how to fly.

— shimon van collie

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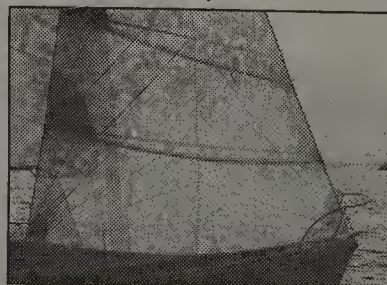
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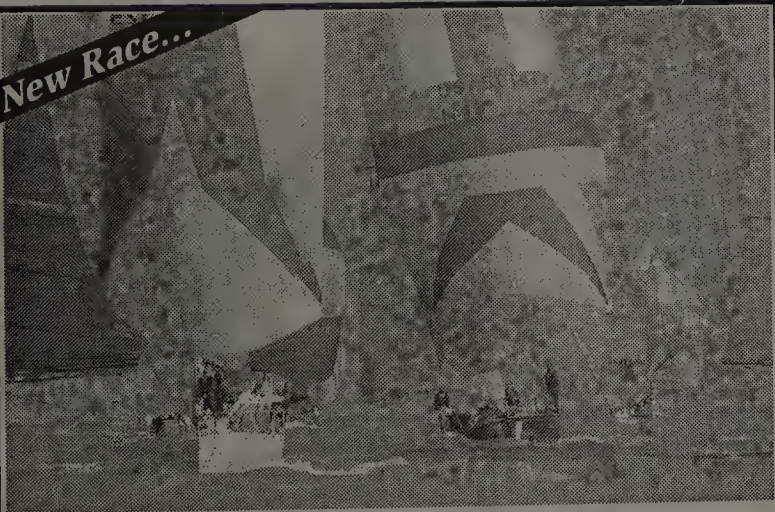
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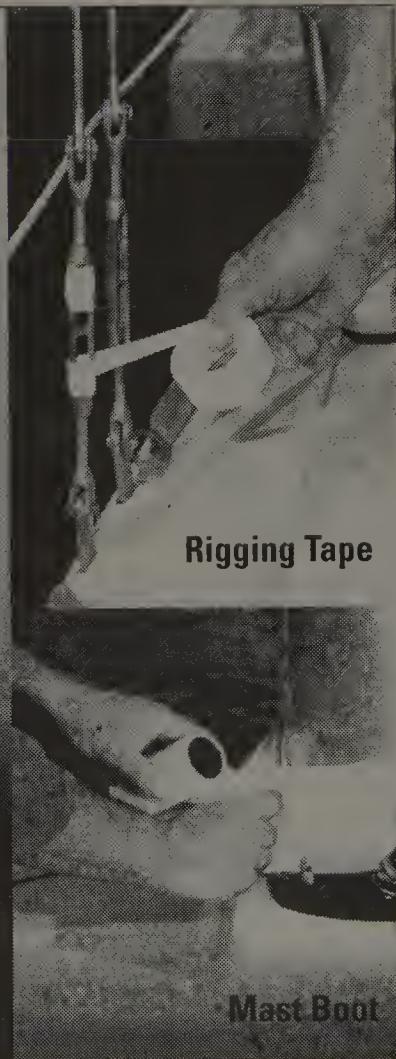
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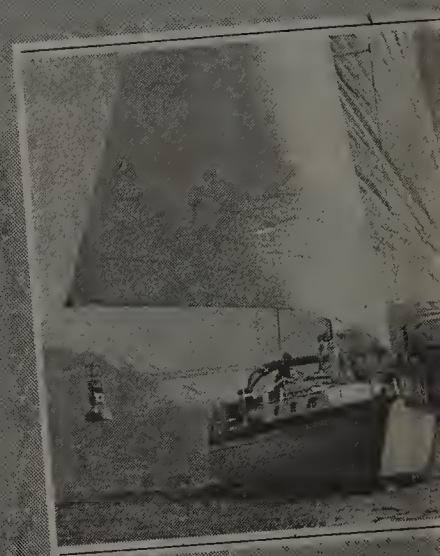
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Another pleasant valley Sunday (left to right, above): ghosting with the ghosts off Angel Island's parade grounds; winging it off Alcatraz; Peter English and crew enjoy the afternoon aboard his lovely K-38 'Chorus'. "We're practicing for the Corinthian Midwinters!" he shouted; drying out sails at the mooring. Spread, 'Lucky Ducky' gets lucky with some rare breeze.



When we go out to photograph a monthly picture essay, it's almost always with a theme cooked up beforehand — usually focusing on a particular race. But virtually every scheduled sailing event during the month of February was cancelled because of inclement weather. There were no cruise-ins, raft-ups, or *concours d'elegances*. As a matter of fact, it was hard to find anyone doing much of anything that had to do with boats — unless you count bailing them. And who could blame them. It was, after all, the rainiest February on record.

So when Sunday, February 17, dawned sunny and dry — well, sunny, anyway — we knew this was our 'photo opp'. We pumped out our trusty photoboot and made a quick tour of the Bay, as you see chronicled here. The theme? How about "The Only Decent Weather Day in the Whole Damn Month?"

Unfortunately, along with the absence of rain was a scarcity of wind. But that didn't stop an estimated 100 boats from being out and about, most drifting lazily around like bears still a bit groggy from a long winter hibernation. As the afternoon wore on, wisps of breeze descended now and then, coming from all points on the compass.

In a larger sense, Sunday was one of those days that's a gift to the soul, when sailing's just the icing on the cake. A day so beautiful that it recharges your batteries from the inside out. We even felt it aboard 'the death trap' (our photoboot). With the pressures of deadline looming, we went out stressed, grumpy and nervous. We returned completely relaxed and refreshed. Now, if we can all just hold on until *El Niño's* tanks are finally empty.

HYPOTHERMIA'S CHILLY GRIP

In addition to absorbing three hours of spectacular entertainment, the millions who've recently viewed James Cameron's epic, *Titanic*, have been given a graphic reminder that the human body can't survive for long in extremely cold water — with or without a lifejacket.

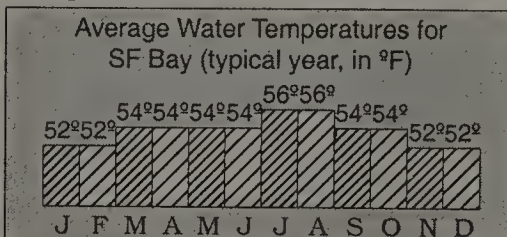
Thankfully, water temperatures in the Bay Area aren't as severe as in the North Atlantic. Nevertheless, temperatures here are life threatening year round. With this sobering fact in mind, it's advisable — if not essential — for every Northern California sailor to be well acquainted with cold water survival techniques.

'Immersion hypothermia' is the medical term for one of the dire consequences of falling into cold water. The most dreadful consequence, obviously, is drowning or near-drowning. The definition of cold water is variable, but the significant risk of immersion hypothermia is in water 77° F or colder. The illustration on the right confirms that San Francisco Bay temperatures never get higher than the mid 50s, even in the summer months.

It's estimated that half of all so-called 'drowning' victims actually die from the fatal effects of cold water, which robs the body of heat 25-30 times faster than air. When you lose enough body heat to make your temperature subnormal, you become

as "drowning", but the more probable cause was immersion hypothermia. (See sidebar on signs and symptoms of hypothermia.)

What actually happens when you fall overboard into 50 degree water? When the water first hits you, it's cold but not paralyzing.



If you're wearing a PFD and you survive the first few minutes in the water, there's a good chance of surviving for up to four hours. But it can be extremely variable, depending on the sea state, your physique, your conditioning, your clothing, and your behavior in the water.

In any case, the first minutes in the water are critical. Although most people try to hold their breath, most experience an overwhelming impulse to gasp for air — a gasp reflex — which causes involuntary mouth opening and deep inhalation.

Looking at the mechanics of this phenomenon presents a strong argument for wearing a PFD, since one of two things will happen if you are actually under water when that gasp occurs: in a small number of people — roughly 10% of us — the larynx goes into spasms and nothing can enter the lungs; suffocation may then occur. In the rest of us there is an almost immediate flooding of the lungs and drowning begins. Loss of consciousness rapidly follows

and soon death. As Sebastian Jungar wrote in his recent book *The Perfect Storm*, "The panic of a drowning person is mixed with an odd incredulity that this is really happening. Having never done it before, the body — and the mind — do not know

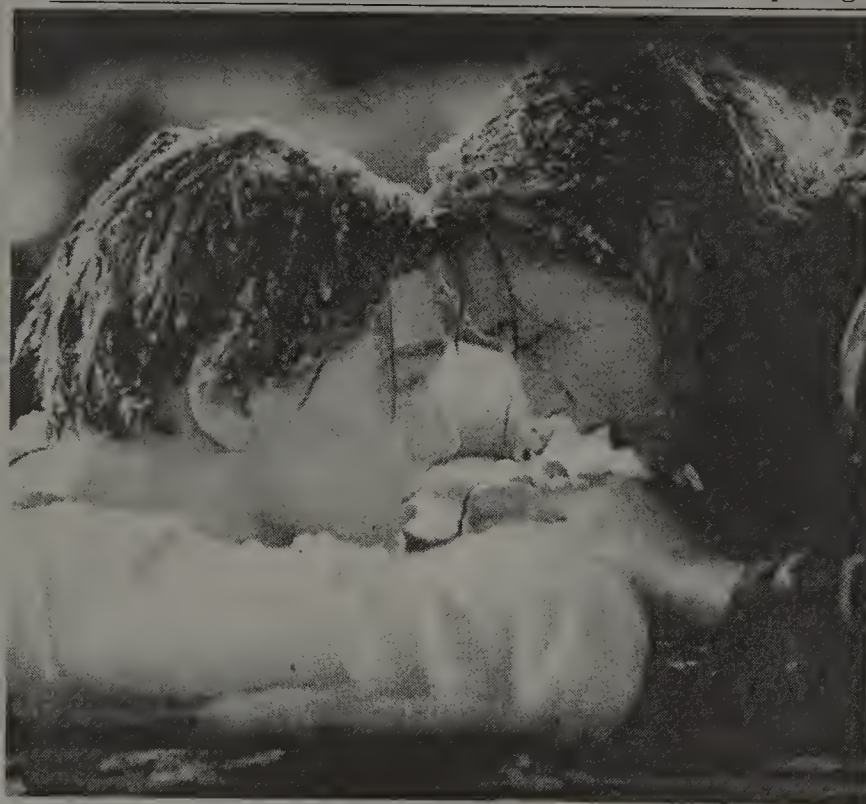


KENT BENEDICT

how to die gracefully. The process is filled with desperation and awkwardness. 'So this is drowning,' a drowning person might think. 'So this is how my life finally ends.'"

As if the gasp reflex were not frightening enough, there is yet another reflex which for some can be even worse — cold water causes a precipitous rise in blood pressure and heart rate. In some, this creates such a strain on the heart that it literally stops pumping blood. Unconsciousness and death occur almost instantly.

For those who have had the good fortune of surviving those first minutes without immediately drowning or having a cardiac arrest, there is now the problem of staying alive long enough to be rescued. But the cold water is making it more and more difficult. Blood is rapidly shunted away from the surface of the body in or-



Determined to save Rose's life, Jack helped her onto some floating wreckage. Getting her out of the freezing water quickly was essential.

hypothermic. In the *Titanic* tragedy, the official cause of death of the 1489 souls who perished in the 32° water was listed

— HOW TO SURVIVE IN BAY WATERS

In tropical latitudes, sailors often jump overboard just to cool off, but when a crewmember hits the water in the Bay Area, it's a life-threatening emergency. Actions taken during the first few minutes are crucial to survival.

event as a "miracle," it could better be described as not that unusual — the man was a well-muscled 6'4", 220-pounder. His bulk of muscle and fat made him a slow cooler, and he survived.

But what factors can you control if you do happen to fall into cold water? Above all, don't panic! Panicking exhausts your

If you're wearing a PFD and you survive the first few minutes in the water, there's a good chance of surviving for up to four hours.

reserve energy and strength. There is a physiological reflex to hyperventilate in cold water. Try to consciously slow your breathing. Hyperventilation can quickly produce muscle cramping and spasms.

And then try to remember the following:

- Keep wearing all your clothing. Do not remove anything except possibly your seaboots if they are weighing you down and pulling you under.
- Button, buckle, zip and tighten collars, cuffs, shoes and hoods. Do this quickly, before your hands are numb and



COURTESY PARAMOUNT PICTURES/TWENTIETH CENTURY FOX

Streetwise and savvy as he was, young Jack never put on a lifejacket. If he had, the story might have ended differently.

muscle strength is gone. Cover your head if possible. A layer of water trapped inside your clothing will be slightly warmed

der to protect vital organs such as the kidneys, liver, brain, and heart. Uncontrollable shivering begins. Muscle coordination and strength wane. Studies have shown that after the first five minutes in 50° F water, muscle strength decreases by 1.8% per minute. Disorientation and confusion begin. It becomes harder and harder to think straight. The hands are now numb and unable to grip. The legs are so weak that any attempt to swim or even tread water is useless. And even if the sea is moderately calm and the PFD is maintaining the head above water, the constant splashing of small waves makes it impossible to keep water out of the nose and mouth. If rescue does not happen soon, death is inevitable.

Now that I've painted such a fatalistic picture, let me try to get you out of

this mess. Fortunately, the whole issue of cold water immersion has been extensively studied and from those studies we can give good advice based on solid evidence. But first of all, it is important to understand that there is at least one factor over which you have little control — your physique. Children are especially prone to hypothermia because of their high skin surface to body mass ratio. And for the same reason, tall, skinny people are far more susceptible to hypothermia than short, fat, or highly muscular types. For example, in July of 1993 a man fell off a ferry into the 61° water of British Columbia's Strait of Georgia. He was not wearing a PFD. The predicted survival time in that water is around five hours. But he drifted overnight, over 8 hours, and was rescued in the morning. He was found to be only moderately hypothermic. And although the media heralded this

HYPOTHERMIA'S CHILLY GRIP

by your body and will help insulate you from the colder water, thereby slowing body heat loss.

- If you were not wearing a PFD when you entered the water, there is a chance an alert crew has tossed one overboard. Find it and put it on immediately.

- Look for a nearby rescue line or float and swim to it if at all possible.

- At this point devote all your efforts to getting out of the water and continue to act quickly before you lose full use of your hands and limbs. Climb onto anything floating. The object is to get as much of yourself out of the water as possible. Even though you are now exposed to wind and spray, you will not lose heat as rapidly as you would in the water. Wind-chill is not anywhere near as lethal as staying in the water.

- Do not attempt any further swimming unless it is absolutely necessary to reach a nearby boat or another person. Unnecessary swimming 'pumps' out warmed water between your body and your clothing causing new cold water to take its place. Excessive movement of your arms and legs can reduce your survival time by as much as 50%.

- If there is no floating object nearby to hold onto, then assume the Heat Escape Lessening Position (H.E.L.P.) by holding knees to chest. Wrap arms around legs and clasp hands together.

- If there are others in the water, huddling together can extend survival time up to 50%.

- Continue to remain as still as possible. It may be painful but remember that intense shivering and severe pain are natural body reflexes in cold water which will not kill you. Heat loss will.

If you ever find yourself on-board a vessel when someone goes overboard, here are some things to keep in mind:

- The first principle of rescue is to get the victim out of the water as soon as possible. Immediately throw anything into the water that the person might be able to wear or hang onto. Make sure that at least one crewmember watches the victim at

all times. Get the boat back to the person using whatever technique you have practiced in your man-overboard drills.



As in this simulation, it's quite possible to fall overboard without anyone noticing immediately — especially if you're leaning over the transom.

- After the first 5-10 minutes do not expect the victim to be able to get out of the water unassisted. After 15 minutes, assume the victim is already significantly hypothermic and will be helpless to assist in his own rescue.

- Remove the victim from the water gently and in a horizontal position. Even mildly hypothermic victims, if forced into a vertical or standing position, can suddenly drop their blood pressure and lapse into unconsciousness.

- Gentle handling of the victim is extremely important since excessive jostling can produce lethal heart arrhythmias in

a moderately hypothermic person.

- If the victim is unconscious, not breathing, and has no pulse, CPR must be performed. But before you start CPR you must make absolutely sure that there is neither pulse nor breath. In severely hypothermic victims, respirations and pulse may be slow, shallow, and difficult to detect. Therefore, spend at least a minute in assessment before commencing with CPR.

- You may have to continue CPR for a long time. A few years ago, a severely

hypothermic 25-year-old woman was rescued in the Sierras. During transport she suffered a cardiopulmonary arrest but was successfully resuscitated after 3 hours of CPR.

After recovery from the water and initial management of any life-threatening emergencies, the objective is the prevention of further heat loss.

- Minimize physical activity. The physiological process known as 'afterdrop' produces further cooling of the body long after removal from the water. This can be aggravated by physical activity where the cool body surface blood is suddenly mixed with the warmer core blood. Experiments on moderately hypothermic volunteers have demonstrated a threefold greater

Signs and Symptoms of Hypothermia

- Minimal/moderate hypothermia: Body temperature has dropped below 96-97° F, but is still above 90°. The victim feels cold, is quiet and reluctant to communicate, shivering is prominent.

- Moderate/severe hypothermia: Body temperature now is between 90° and 85-86°. Victim is semiconscious, movement is slow and uncoordinated, muscle rigidity has set in and shivering stops.

- Severe hypothermia: Body temperature is below 86° and the victim is unconscious, pupils are dilated, there is depressed breathing, and a high likelihood of heart arrhythmias (an irregularity in the force or rhythm of the heartbeat). The victim often appears dead.

- The three best rapid clinical signs to determine degree of hypothermia are: 1) Skin temperature of the back: if warm, then hypothermia is usually not present; 2) Shivering: It starts when body temperature drops below 95°, stops somewhere around 90°. 3) Mental status markedly deteriorates below 90°.

— HOW TO SURVIVE IN BAY WATERS

afterdrop during treadmill walking than when lying still.

- Remove wet clothing, gently dry the skin, then wrap the victim in a dry insulated blanket, rescue bag, or sleeping bag. If further heating of the victim is warranted, then the safest method is 'buddy warming' where a crew member joins the victim in the blanket or sleeping bag. The buddy should concentrate on lateral chest to lateral chest contact. Lower extremity contact is unnecessary so pants don't have to be removed. (Yes, you can try this at home.)

- Avoid using heating pads or hot water bottles because of the high risk of further skin damage. Hypothermic skin is injured skin and there have been cases of third degree burns resulting from the use of heating implements. If you feel you absolutely must use such devices, it is mandatory that they not be in direct contact with skin. Use clothing or blankets as a barrier.

- Do not give hot food or liquids unless the victim is fully alert and awake.



Assuming the H.E.L.P. ('heat escape lessening position') can greatly increase the odds of survival in chilly Bay Area waters.

There is a strong vomiting reflex in hypothermia. The drinks and food may help the morale of the victim but are only minimally effective in raising the temperature.

- No alcoholic drinks, cigarettes, or coffee in any hypothermia situation.

The case of the SS Empire Howard which sank in 29° water in the Arctic Ocean illustrates the delicate nature of the post-rescue warming process: "I was

the last man to be picked up," recalled Captain H.J.M. Downie. "Everyone was conscious when taken out of the water, but many of the men lost consciousness when taken onto the warmth of the trawlers. Nine of the men died on board soon after being picked up. We were all given a small mouthful of spirits. . . and this made us sleep. These unfortunate men went to sleep and did not wake up again."

Ultimately, any person who has suffered anything more than a very minimal cold water immersion should be brought to medical attention as soon as possible. There are many case histories of death occurring hours after the incident.

As someone once said, the best way to avoid drowning at sea is to make damn sure you never fall overboard in the first place. So be careful out there.

— kent benedict

Kent Benedict is a board certified emergency physician and is the Chief Medical Officer for the Cal Maritime Academy's training ship, the Golden Bear.

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"Plant it on their hip and then bang the other corner for the knock," advised my tactician as we crossed the bow of a starboard-tacker.

"What?" I said.

"Cover them!" interpreted Lee from her position on the rail.

"Stand by!" I shouted, and my crew jumped to their tacking stations.

"Down and dirty!" I called as the helm went over.

"Burn it!"

"A**hole in the sheet!"

"Overhaul!"

"Butt-cleat!"

"Skirt!"

It was a messy tack, but when the dust settled we had a loose cover on the wind of the boat we needed to beat. Not quite on their wind, but in control. My guest tactician for this race, the last of our winter series, was reputed to be one of the best in my club. I had Lee Helm on board too, along with one of her friends from the university sailing club. The rest of the crew were beginners to racing, and under the circumstances we were doing better than we had any right to expect. Unfortunately I still had no idea what my tactician wanted me to do next.

"Which corner is the 'other' corner?" I asked.

"Wind's going to back, go for the knock," he explained.

"That means a counter-clockwise shift," Lee came to the rescue again. "So like, we want the left side of the course."

"Right!" confirmed the tactician.

We sailed parallel to the other boat on port tack for a few minutes, and then finally the crew of the leeward boat made moves to tack.

"Butt 'em this time," advised the tactician.

"That means sit on their face," added Lee.

I knew what that meant, and this time I timed our tack so that we came out exactly on their wind, with our windex pointing right at their rig. The new cockpit crew was learning fast, and every tack was better than the one before.

"They can't breathe in there much longer," noted the tactician. "Bet they flop in 10."

"Should I cover again?" I asked.

"We'll go for leverage," he answered.

"He says don't tack," translated Lee in a stage whisper.

Sure enough, within 10 seconds the other boat had tacked away, leaving us to go for the desired left side of the course.

We sailed a straight line for several

minutes, and I noticed my grinder flipping through a small book that he had evidently pulled out of a pocket of his foulie jacket. He was probably the least experienced crew on board, a new yacht club member who had just relocated here from the Midwest, bringing lots of enthusiasm but very little sailing experience.

"Watcha reading?" I asked.

"Dictionary," he answered. "Nautical terminology. But damned if I can't find hardly any of the words you guys have been slingin' around ever since we got within sight of the starting line."

"Good for you," encouraged the tactician. "Vocabulary is important. The specialized terminology of sailing is necessary so that we can make ourselves completely clear at all times."

There was no time to contemplate irony. "Jib's soft," called Lee from the rail.

"It's a lefty," said the tactician, causing the grinder to frantically turn to the "L" section of his book, but to no avail.

"Think I should tack on it?" I asked.

"It's progressive, so take it deeper," he said, and with Lee's hand signals I understood that he didn't want me to tack or bear off, but sail further into the continuing wind shift.

"What do things look like up at the mark?" I asked.

Lee's friend from the sailing club had both the binoculars and the best eyes. She repositioned herself for a better view and studied the area to windward.

"Boat soup," she reported.

This woman was an excellent sailor from Northern Europe, but she had little experience on English-speaking boats.

"That maps to 'very crowded at the mark'" said Lee.

"So I figured," I said. "How much wind?"

"They are sailing in butter."

I got the idea.

"We'll have to find a route around Lot A," advised the tactician, probably referring to the windward mark as the first 'parking lot' of the race. "Time to go for pressure."

But the wind kept going left and fading. We bore down with it, slowing down, sailing past the layline to the mark. But we kept going rather than tack into a known hole.

Then my European crew spotted something important. "See that boat all the way there?" she pointed to a cruiser way off to the left side of the course. "They're sail-

accordion, v. — compression or expansion of the fleet as it encounters wind or current gradients

autotack, n. — a tack caused by a sudden wind shift, requiring little or no alteration of course

banana split n. — jibe-broach

bang the corner v. — to sail all the way to one side of a race course in search of a strategic advantage

bent adj. — headed

blackaller n. — kink or hockle in a sheet or halyard that prevents it from running freely through a fairlead or block. There are other names for the same thing (e.g., 'a**hole'), but this one is used with the utmost respect

blade n. — heavy-air non-overlapping jib, usually full hoist

bone v. — tighten or increase load on.

brick v. — to tightly fold or flake a sail into a compact, heavy, rectangular shape

broach coach n. — boat with difficult downwind handling characteristics

brodie n. — broach

bump v. — to pull or haul briefly but vigorously, as in "bump the topping lift at the mast"

buns up adj. — condition in which all available crew are using their weight to best advantage on the windward rail. Most frequently used as a command to assume this position

burn, v. — to completely release a heavily loaded sheet or halyard

butt cleat, n. — method of temporarily securing a halyard, sheet, or control line by pressing the line between one's posterior and the deck

casper douse, n. — spinnaker douse in which large portions of the spinnaker fall on top of the crew, resembling ghost costumes. Popularized by Peter Isler during 1992 America's Cup coverage

cheap seats n. — crew positions on a poorly performing boats

cheat, cheat it up v. — to partially raise a sail in preparation for hoisting, especially before the command to hoist is given

ing on their cheek."

"Wind line!" said the tactician. "And it's more lefty."

"Do you want me to sail toward the wind line, or tack now, since we'll be above layline when the new breeze gets here?"

"We'll ride the edge of the new pressure either way," he said. "So let's sail the wind we have now, and take the lifted tack."

I looked at Lee, and she signaled that

THE RACING SAILOR'S POPULAR LEXICON

cheese knife n. — small-diameter rigging wire on trapeze dinghy

checkbook position n. — 1) crew position with no function other than to pay for the boat and its operation (usually assumed by the owner). 2) Orientation of two or more boats such that a serious collision appears to be unavoidable

chicken jibe n. — 1) the act of coming about instead of jibing in conditions where a jibe would be difficult or dangerous; 2) dousing the spinnaker, jibing and then resetting

clorox bottle n. — cheaply-built fiberglass production sailboat, usually a design with emphasis on internal volume

cowboy v. — to flip the lazy spinnaker sheet over and around the active guy, or flip the sheet above the pole tip, as in "cowboy the sheet"

crab-crusher n. — heavy, traditional-looking cruising yacht, often double-ended, characterized by poor performance, heavy gear, and infrequency of use

crack off v. — to bear away or fall off

crack v. — to ease a sheet or halyard slightly, especially one which is under heavy load

D-1 n. (also D-2, D-3, etc.) — the first (lower) diagonal shroud on a multispreader rig

delaminate v. — 1) to remove clothing by layers 2) any structural failure of a composite structure, regardless of whether actual delamination is involved

DFL, adj. — dead effing last

dock potato, n. — person who spends a lot of time at the marina or yacht club but seldom goes sailing

down and dirty, adj. — describes condition of the helm at the initiation of a tack, replacing "hard-a-lee"

downstairs, n. — the cabin, or below-decks portion of a yacht

drop trav, v. — to move the traveler car to leeward

dude schooner, n. — large vessel, often with only vestigial or decorative sails, used for group charter

Everest knot, n. — any knot finished

off with an excessive number of half hitches to use up the running end "because it is there"

facing, v. — tacking directly on a competitor's wind

fat, sailing fat, adv. — sailing slightly on the low and fast side of close-hauled, with sails often closer to stalling than to luffing

fire hose reach, n. — a beam reach with continuous spray on deck

floater, n. — 1) setting or dropping the spinnaker without a pole; 2) a dead body in the water

flop, v. — to come about or tack

frontsail, n. — jib

fun meter, n. — knotmeter

gas, n. — bad air downwind of another boat

goose eggs, n. — multiple zeros displayed on a knotmeter

hand sailing, v. — describing sailing maneuvers, usually during a post-race analysis, by using palms of hands to represent courses and heel angles (aka, bar Karate)

hip, n. — windward quarter of a boat, referring to position of competitor, as in "on our hip"

hole, n. — local region of negligible wind

hot it up, heat it up, v. — to sail higher and faster on a running or reaching leg

hunt, v. — to maneuver toward another boat that has to keep clear, with the intent of causing a foul

hump, v. — any action involving significant physical effort, as in "hump the number one up on deck" on a large boat

jump, jump the halyard, v. to raise a sail quickly by rapidly and repeatedly hanging from the halyard at the point where it exits the mast

Kiwi douse, n. — spinnaker douse similar to Mexican Takedown, but with a symmetrical spinnaker. First used in 1987 America's Cup races by New Zealand.

knock, n. — 1) header; 2) sudden strong gust of wind

Koch block, n. — Running backstay or checkstay block positioned so that it could hit the head of a member of the afterguard when not under load. First used during the 1992 America's Cup defense

lead-mine, n. — heavily ballasted yacht, often applied to early IOR designs. Used by multihull sailors to refer to all ballasted yachts

lefty, n. — wind shift to the left

leverage, n. — separation distance at right angles to the wind or course, producing a strategic advantage in the event of favorable wind shift

mad scientists convention, n. — post-race discussion among technically-inclined skippers and crew

made, adj. — condition in which the spinnaker pole is re-connected to both the mast and the after guy at the conclusion of a jibe. Usually hailed by the foredeck crew to indicate that this condition has been reached

making trees, v. — moving sufficiently faster than another boat so that the background scenery appears to be moving forward behind them

Maui bag, n. — bag of disposable old clothing brought on ocean race. Each article of clothing is thrown overboard after being worn. "Here today, gone to Maui"

meat-hook, n. — broken strand of wire projecting a short distance from the surface of a wire rope

Mexican take-down, n. — Method of dousing a gennaker whereby the boat jibes first and the sail falls on deck, into the jib. Coined by Buddy Melges during the '92 America's Cup campaign in San Diego, because the boat is usually pointing south towards Mexico during the maneuver

motor boating, v. — severe leach flutter, especially when audible

noodle, n. — exceptionally thin and flexible mast

overhaul, v. — take up slack

parade, n. — reaching leg with little opportunity to pass or be passed by another boat

we should tack.

The breeze reached us in a few minutes, and soon we were sailing "on our cheek" too, jib cracked to a close reach, passing a large number of boats to leeward that were still in the lighter wind.

"Range?" asked the tactician, apparently wanting background range information on the mark.

"The mark is invisible," said the woman with the binoculars. It was still obscured

by other boats.

"Oh wait. Naked mark!" she called. "Range is immovable. No, range is for good angle, we move to left of the line of rum."

"Cracking off just a little," I said, as the tactician nodded his approval.

As we approached the mark we began to sail out of our wind, but noticed that most of the crowd had drifted to the right in the weak current and there was a big space opening up between the mark and

the pack of stalled boats. And just as the tactician had predicted, we were riding the very front edge of the wind line to the mark, arriving with plenty of momentum just when the rest of the boats were getting their first puff of new air. We tacked around unscathed, and even though our set was a little rough with the new cockpit crew, we were away from the mark clean with a huge lead.

"We history-ized them!" said my Euro-

THE RACING SAILOR'S POPULAR LEXICON (CONT'D)

other competitor

parking lot, n. — local region of negligible wind, usually containing at least several racing yachts. Races with several parking lots might have these areas designated "lot A"; "lot B," etc. by competitors

pickle dish, n. — trophy

Pinocchio boat, n. — sport boat with retractable bowsprit

pointy end, n. — the bow

QFB, adj. — quite far back

racing stripes, n. — fenders accidentally left out during race

rag the main v. — to let the mainsail luff or flog ineffectively

righty, n. — wind shift to the right

rollies, n, pl. — symptom of marginal control while sailing downwind in heavy weather, characterized by rhythmic rolling through large angles

room, the, n. — protest room, protest procedure in general. As in "Take it to The Room."

sacred wood, n. — the tiller

sand bag, n. — crew position, usually entry level, involving little more than positioning oneself on the correct side of the boat (aka, rail meat)

sausage, n. — 1) sailbag in shape of long tube 2) windward/leeward course or windward/leeward segment of more complex course

send it, v. — to hoist or raise, as referring to a sail being set. Usually used as a command.

sewer, n. — the below-decks space on a large racing yacht with minimal accommodations

shrapnel, n. — bits of metal hardware, such as blocks and shackles, normally stored in the 'jewelry box'

shy kite, n. — undersized heavy-air spinnaker, usually narrow and flat

sit on their face, v. — to closely cover a competitor, matching them tack-for-tack and keeping them in bad air

skirt, v. — to flip the foot of the jib inboard of lifelines or other obstructions

sky, sky the pole, v. — to allow the spinnaker pole to rapidly swing upwards to a near-vertical position

slam-dunk, n. — the act of tacking on another boat's wind in sufficiently close proximity to prevent the other boat from tacking away. First popularized by Jim Kelly and Gary Jobson during 1987 America's Cup coverage, in their attempt to make sailing tactics comprehensible to American viewers. Usage in Australia dates to 1983 America's Cup coverage or earlier, however

sled, n. — large ultra-light racer

sleep, v. — 1) "sleep the boat," to heel the boat to leeward in light air 2) "put the main to sleep," to flatten the mainsail to the point where it has almost no power, but does not luff despite very high windspeed

smart pig, n. — cunningham

snacktician, n. — member of crew primarily responsible for food

soft, soft trim, adv. — trimmed so that there is slight luffing, or luffing more often than stalling

spaghettl, n. — disorganized sheet and halyard tails, usually piled together in a common tangle

spaghetti patrol, n. — the crew position responsible for methodically untangling and making up sheet and halyard tails

speed bump, n. — sailmaker's term for unwanted wrinkle in a new sail

spike, v. — to release a triggerlock type shackle under heavy load using a fid, marlinspike or similar tool

spinnny, n. — spinnaker

splash, v. — to launch, especially by a boat yard, as in "no cash, no splash"

square back, v. — bring the pole back to a dead run position, usually immediately preceding a jibe

steam gauge, n. — 1) knotmeter 2) anemometer

stink, blowing like, adv. — extremely windy

string, n. — line or rope

sucking up, v. — 1) working up from just ahead and to leeward of a competitor to a covering position by taking advantage of the wind lift in the "safe leeward" position; 2) spending a disproportionate amount of time with the RBO ('rich boat owner')

tee up, v. — to prepare a sail for hoisting, as in "tee up the #3"

tea bagging, v. — to lose one's balance while trapezing from a dinghy, and drag alongside the boat on the wire

telephone pole, n. — very stiff or over-built mast

throw one, v. — to tack or jibe, as in "lets throw one in"

tractor, v. — to assist the clew of an overlapping jib or assymmetrical kite around the mast and rigging during a tack or jibe

trans-nasally, adv. — method of paying for marine hardware (aka 'through the nose')

trip, v. — to release the spinnaker pole from the guy and/or mast. Often used by the driver as a command to the foredeck crew at the beginning of a jibe

twing, tweaker (also twang, twanger) n. — floating lead block which the spinnaker sheet is led through, used to improve the lead angle when the sheet is functioning as an afterguy, or to keep the sheet clear of the main boom

vanity jibe, n. — an unnecessary jibe or modified jibe timing, done for the sole purpose of passing close to yacht club, committee boat, or spectators on shore

victory roll, n. — tight 360-degree turn performed under sail in front of the yacht club after returning from a race, to indicate a first-place finish

walk strings, v. — to shift spinnaker gear so that the sail is ready to set on the opposite tack

wallet-based, adj. — driven more by money than by expertise

wind (long i), n. — progressive wind shift, usually a lift

wound, wound up, adj. — lifted

pean crew, awed by our good luck.

The new wind made the rest of the race a series of reaches, and we practically went into cruise mode. Every call the tactician had made had been dead right, and once he relaxed a little it was easier to understand what he was talking about.

"It's a parade from here," he announced with some satisfaction. "No passing

lanes."

"Let's get the smart pig off the main," Lee reminded the cockpit crew. "And some twing on in case we have to hot it up."

"I could use some spaghetti patrol," I requested, and the woman from Europe came aft to sort out stray halyard and sheet tails.

Our Midwestern grinder, meanwhile, was once again flipping from page to page in his little dictionary, still shaking his

head.

"I give up!" he finally shouted, and tossed the book backwards over his head into the Bay. "This darn thing ain't worth a pig's tail."

"The books never keep up with the jargon," explained the tactician. "But it's not the words themselves that make for clear communications — it's how you use them."

— max ebb

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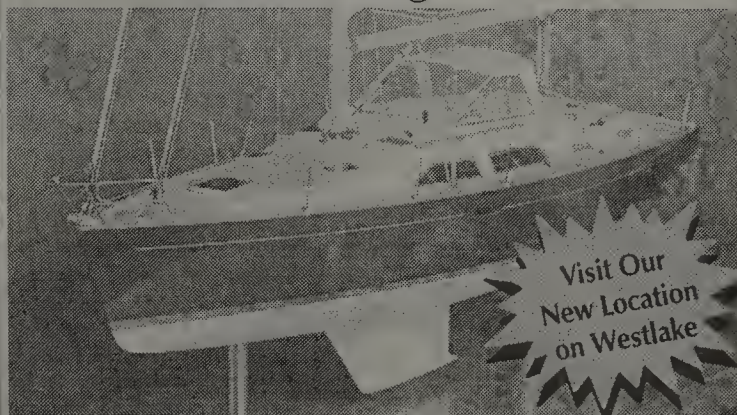
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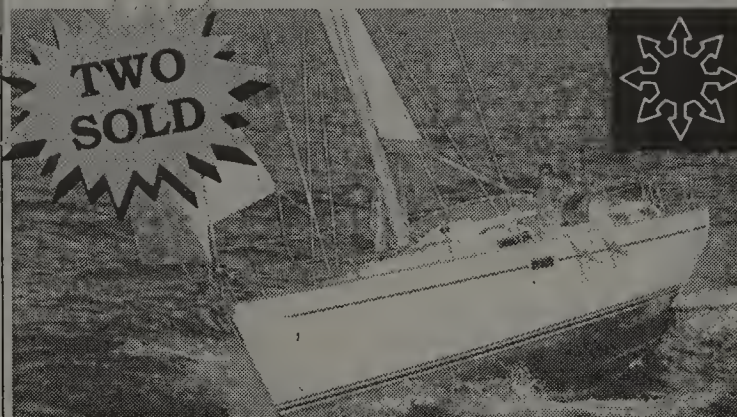
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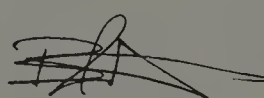


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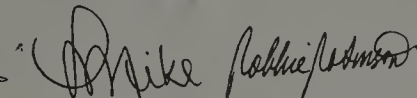
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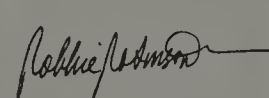
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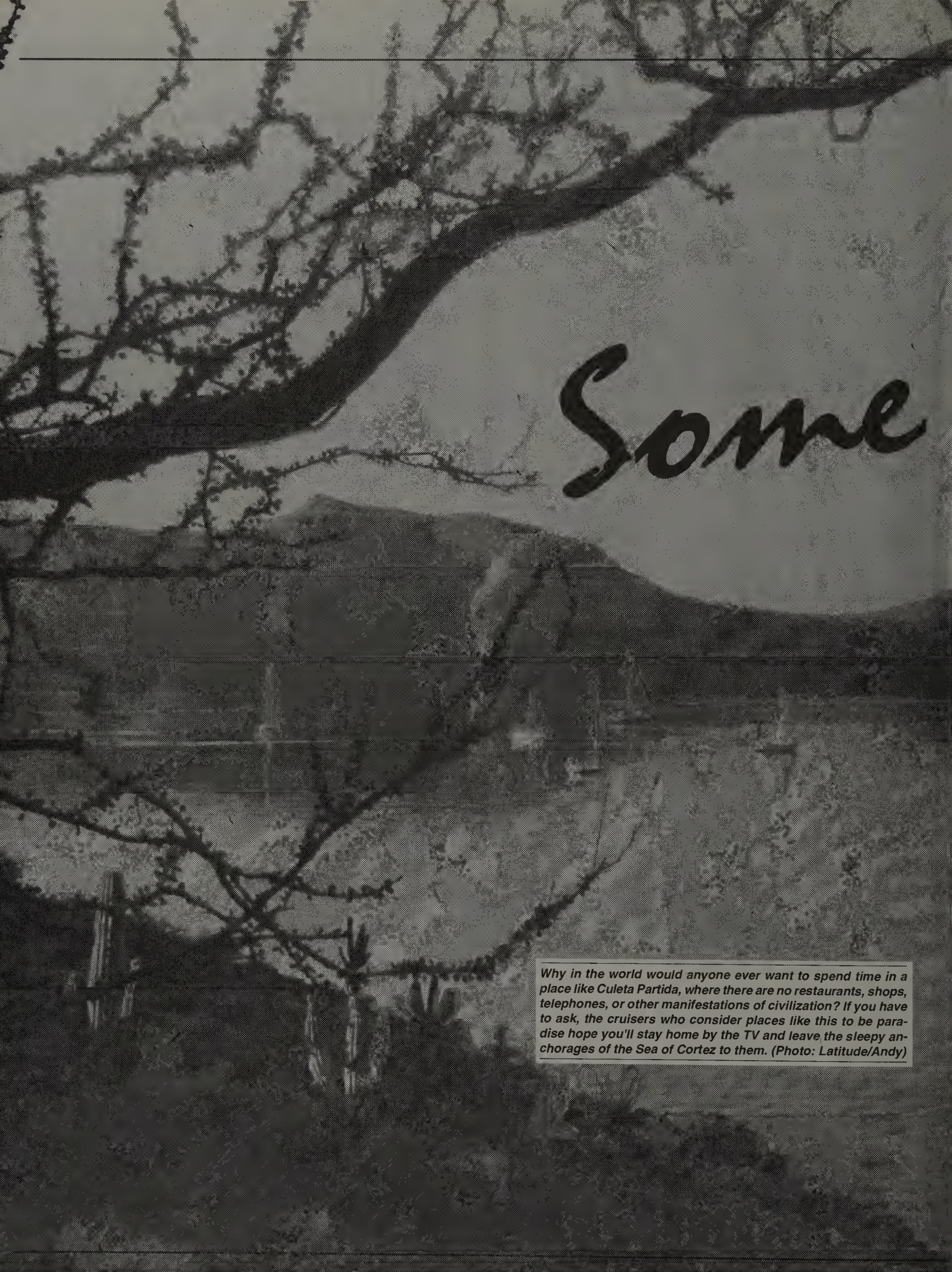
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A black and white photograph of a coastal landscape. In the foreground, a large, gnarled tree branch with small leaves or flowers hangs down from the top left. The middle ground shows a calm body of water reflecting the sky. In the background, a range of mountains or hills is visible under a bright sky. The word "Some" is written in a large, cursive script across the upper right portion of the image.

Some

Why in the world would anyone ever want to spend time in a place like Culeta Partida, where there are no restaurants, shops, telephones, or other manifestations of civilization? If you have to ask, the cruisers who consider places like this to be paradise hope you'll stay home by the TV and leave the sleepy anchorages of the Sea of Cortez to them. (Photo: Latitude/Andy)

Like it Hot!

The California to Mexico Cruiser & Rally

"The weather has been perfect in Cabo," reports Captain Luke, the new *jefe* of the Cabo Cruiser Net. "But I guess *El Niño* has scared off the tourists, because business is slow all over town." So much the better for the dozens of cruisers who've recently arrived. Taking it slow is exactly what they had in mind when they sailed away from the soggy northlands. Weeks of incessant rain may be fine for some, but these lucky sailors *like it hot!* Ironically, while the much ballyhooed *El Niño* effect has resulted in almost daily deluges in the Bay Area, its primary effect south of the border has been to make coastal waters warmer and more alluring than ever.

Can you imagine an event where the race committee has to stay on station for six months in order to record all the finishers? Well, that's precisely what happens during the Hot Rally each year: 'finishers' straggle in from early November through March. Fortunately, the finish line, such as it is, is *Latitude's* longtime Baja outpost, the Broken Surfboard Taqueria, where the beer is always cold, the folks are always friendly and the pace is always *tranquilo*.

The Hot Rally drill, lest you've forgotten, is simply to start down the coast whenever you like, arrive safely, navigate your way to the Surfboard and record your boat's name on the floor-to-ceiling signboard. After that, you're official, a bona fide Hot Rallier. And there's no need to fret over your place in the stand-

ings — *you won!* You see, everyone who finishes is a winner, whose prize is the realization that they've finally escaped the rat race in pursuit of adventures under sail.

Naturally, we'd expect to find lots of California boats in each installment of the Hot List, but this month they're outnumbered by 'entries' from Oregon, Washington and B.C. With the drenching those areas have undergone this winter, it's possible these vessels were simply washed out to sea with the storm tides and their skippers just decided to keep heading south. At any rate, their crews are happily basking in the Baja sunshine now, sucking down fish tacos and toasting the good life with the sacred elixir of the cacti. The List continues. . .

— *latitude/aet*

- 223) **Loon** / Hunter 30 / Richard Eichmann / Coos Bay, OR.
- 224) **Glide** / Merrill 39 / Lisa Lopez & Brian Merrill / Portland
- 225) **Our Journey** / Catalina 36 / Judy & Boris Dobrotin / L.A.
- 226) **Bon Accord** / Pac Scft 34 / The Davidsons / Bellingham.
- 227) **Tahirih** / Hardin 45 / Blomfield-Brown / Bainbridge Is, WA.
- 228) **Veritas** / Roberts 44 / Tony & Shirley / Eureka, CA.
- 229) **Radiance** / Westerly 26 / Mark & Laurie / Sausalito, CA.
- 230) **Lady G III** / Fraser 41 / Stefan & Joanie / Vancouver.
- 231) **Windflower** / 48 sail / The Burger Family / San Diego.
- 232) **Iemanja** / O'Day 28 / The Lidstones / Marina Del Rey.

Some Like it Hot



LATITUDE/ANDY

After spending the past few months layered in long sleeves, sweaters and overcoats, it's hard to imagine that just a few days away some lucky Bay Area expats are sailing along wearing swim trunks, bikinis — or nothing at all. At least 1,000 sailors have conquered the Cape this season.

- 233) **Rocinante** / Cheoy Lee 36 / Pam & Jocko / Half Moon Bay.
- 234) **Sunshine** / 45 sail / Mary & Debbie / Seattle.
- 235) **Hobbit** / Albin Vega 27 / J. Erickson / Coeur D'Alene, ID.
- 236) **Halukalani** / Is. Trader 46 / The Mattsons / L.A.
- 237) **Redshift** / Ericson 35 / Mike & Vianne / Seattle.
- 238) **Alleuia** / Brewer 38 / M. Wilson, et al / San Diego.
- 239) **Renahara** / Transpac 49 / Hartmut & Renate / Frankfurt, Germany.
- 240) **Adia** / Excalibur 42 / John Botke / L.A.
- 241) **La Marquessa** / Coronado 35 / Ed & Mary / San Pedro.
- 242) **Baroness** / Tayana 52 / Bill & Tracy Minchin / Ventura.
- 243) **Lanikai** / Ketch 44 / Bill & Doreen / The Dalles, OR.
- 244) **Shanti** / Formosa 41 / The Stricklands / Oxnard, CA.
- 245) **Le Zarder** / Westsail 32 / The Daniels / Slappoose, OR.
- 246) **Savili** / Westsail 32 / The Robinsons / Portland, OR.
- 247) **Fairwind** / Pilothouse 41 / John & Lynn / San Diego.
- 248) **Tangaroa** / Dreadnaught 32 / Alan & Bill / Sonoma, CA.
- 249) **Desdemona** / Ericson 29 / Craig & Al / N/A
- 250) **Phase III** / True North 41 / The Sanders / Victoria, BC.
- 251) **Jilocasin** / Tayana 37 / The McKintucks / Victoria, B.C.
- 252) **Kloosh** / Sceptre 41 / Barry & Karen / Sidney, B.C.
- 253) **Sara** / P.J. Standfast 36 / The Labsches / Portland, OR.
- 254) **Paradise** / Ericson 36 / S. Olshefski / Marina Del Rey.
- 255) **Liberté** / Hans Christ 43 / The Hedstroms / Seattle, WA.
- 256) **Ocean Quest** / Ld. Nels. 41 / Clive & Suzanne / Portland.
- 257) **Mirage** / 34 sail / Jim Steinmiller / Benicia, CA.
- 258) **U Bertha** / Peterson 44 / John, Ralph, et al / Tuscon, AZ.
- 259) **Reel Lady** / Histar 48 / Joe, Tony & Mark / Newport Bch.
- 260) **Cracker Jack** / N/A / Jack, Barney, Daisy et al / Oxnard.

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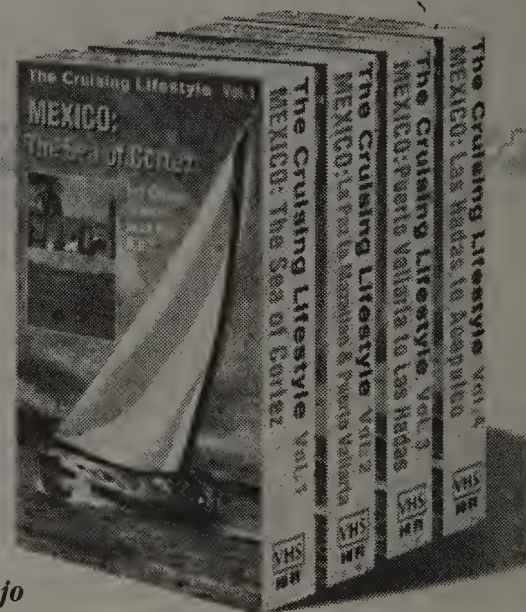
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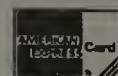
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Little did Steve and Linda Dashew realize that a 1976 vacation would forever change their lives. Avid sailors thoroughly grounded in the day-to-day struggle of careers and raising a family, they decided to break free for a few short months and go cruising. Six years and 50,000 miles later they had sailed around the world and learned firsthand the secrets to living the cruising dream.

Not all lessons are easy...

...and there's no replacement for firsthand knowledge. Over the years the Dashews have designed and built 47 cruising yachts, sailed over 200,000 miles, and owned two boat yards. Their articles, videos and groundbreaking books have made them one of today's top resources for real world data on the cruising lifestyle. *Offshore Cruising Encyclopedia* - Second Edition is a continuation of their passion for cruising and their zest for sharing firsthand knowledge. That's why noted yacht designer Bob Perry says "the Dashews' book is indispensable to the point where I keep one copy in my office and another on my boat."

It is hard to put into words...

...what this book is all about because it covers such a wide variety of subjects critical to safe, comfortable, and efficient cruising. George Day, publisher of *Blue Water Sailing* calls it "the single most useful text available anywhere for

sailors who are outfitting a boat for voyaging — full of good ideas, educated opinions, ingenious solutions, useful charts and tables, and world cruising savvy." While naval architect Chuck Paine says, "If you are equipping, buying, or building a boat the Dashew's reference work will prove invaluable. Every serious sailor ought to have this book."

This is more than just a dry technical manual

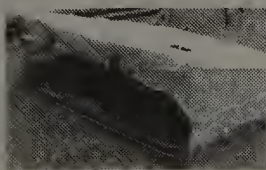
The Dashews' conversational style makes for easy, enjoyable reading. Richard Spindler, editor of *Latitude 38* says the "topics are backed with anecdotal stories from the Dashews' seemingly unlimited number of cruising friends and acquaintances. As such, *The Offshore Cruising Encyclopedia* makes for enjoyable bedtime reading for non-technical sailors too. If you're new to sailing or are interested in increasing both your theoretical and practical knowledge of all aspects of cruising, we can't imagine why you wouldn't purchase the *Offshore Cruising Encyclopedia*. This is the one sailing reference you ought to have."

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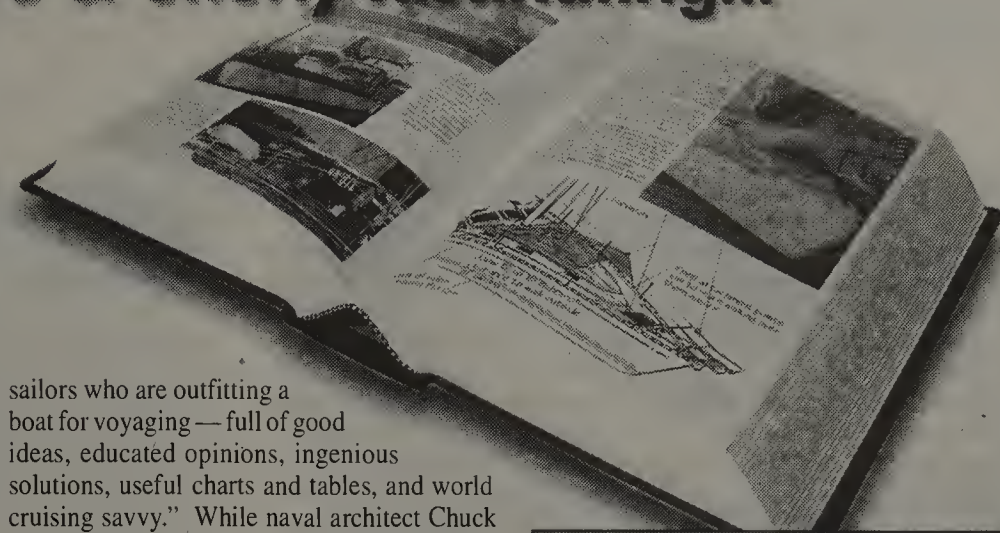
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section	topics	photos	pages
Acquiring a Yacht	122	30	55
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Cruising Design	105	137	55
The Cruising Life	280	160	146
Cruising Sails	123	133	64
Deck Gear	159	63	15
Deck Layout	66	140	41
Design Concepts	88	154	63
Dinghies	26	32	11
The Electrical System	144	115	60
Electronics	86	34	39
Ground Tackle	26	58	19
Heating	15	27	7
Interior Design	100	350	95
On-Deck Comfort	35	126	45
Perspective	53	188	142
Plumbing	106	48	25
Refrigeration	68	45	26
The Rig	182	248	94
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1998 RACING

It's that time of year again. No, not tax time. You have scads of time to file for extensions before April 15. We're talking about the 'dawn' of another sailing season, marked by moldy sails hoisted at the dock to dry out, the heavy aroma of WD-40 being spritzed on anything moveable, the discovery of hideous new life forms in last summer's ice chests — and of course the 1998 Racing Crew List.

Yes, like it or not, it's time to free up all the seized shackles and start putting crews together if you're planning on doing any racing this season. Traditionally, the Vallejo Race (on May 2-3 this year) has always signalled the 'official' start of the season, but in reality, for many classes the season gets going several weeks earlier. That's not to mention all the specialty and non-YRA events for racers of all competitive bents and skills. Those pretty much get underway this month and go nonstop through the end of September. Even a casual perusal of the *March Calendar* — or better yet, our *1998 Northern California Sailing Calendar* at your newsstand now — will show there's rarely a weekend when sailboat racers will grump around the homefront because 'there's nothing else to do.'

There's a lot of preparation involved in getting even a semi-serious boat ready for a season of competition. While we can't help you with bottom jobs or new sails, we can offer a short cut to getting crew — the bit of 'share ware' that's in your hot little hands right now. By using the Crew List, you can find crew or boats on which to crew a lot more efficiently than the way it used to be done.

Here's how it works. Say you're an experienced skipper with several seasons of semi-serious racing under your belt and only two or three guys out of a needed crew of six who ever show up regularly. You'd like at least one more regular crew who really knows his/her stuff, plus one or two more that are basically rail meat but eager to learn — and willing to help out with boat maintenance and upkeep. Using the codes in the gray boxes on the following pages, you simply let your fingers do the walking down the 'Men to Crew' and 'Women to Crew' lists of names, checking off the best-sounding ones with a red marker. Then start networking — making calls, emails or whatever to see if these people might fit into your program. It really is as simple as that. Of course, if you sent in a form as 'Boat Owner Looking for Crew' and your name appears here, potential crew will be calling you, too. The process has put together hundreds of boats and people over the years.

If you're interested in crewing on a boat for a season of racing, you'll want to peruse the 'Boat Owners Looking' lists and codes. Same thing — check off the ones that interest you most and start making contacts. We'll warn you, though: there are a more people looking for boats than the other way around, so don't procrastinate. The good spots often go fast. Be sure to 'match' your skill level (or lack thereof) to what boat owners are looking for before you start calling.

IMPORTANT NOTICE: The *Latitude 38* Crew List Advertising Supplement is for informational purposes only. *Latitude 38* does not make nor imply any guarantee, warranty or recom-

Both boat owners and potential crew should write out a list of questions they intend to ask and specific 'wants' they have. These would have to do with specific duties aboard, how much non-racing upkeep and repair time is required, (including between-race maintenance), responsibility for lunches, practice races, specialty races, how much of his/her own gear a crew should bring, and so on.

We've been told the best way to cover these issues with multiple phone contacts is to leave blank spaces between each question you write out. Then run off a dozen or so copies of the question sheet(s). When you make or receive a call, pull a fresh sheet from the stack and write the person's name on the top first thing. By scribbling down each person's answers on one sheet, it's much easier to remember who said what. Take it from us, if you just start interviewing people and not writing down at least key thoughts from each, by about the sixth or seventh call, they'll all start running together. We've been there.

As mentioned, if you're serious about Crew Listing, you'll have taken the time to send in a form and your name will appear on these pages — effectively doubling your chances of success. However, you don't need to be listed here to use the Crew List. Anyone can make calls from the lists as long as they read and acknowledge the disclaimer in the skinny box at the top of the page. Oh, and it would help the cause if you confined Crew List calls to sailing. A few years ago, some guy called most of the women on the Crew List, admitted he had no interest in sailing but — "since you're obviously the adventurous type" — asked

each of them if they'd like to accompany him on a month-long backpacking trek up the Appalachian trail! We don't think there were any takers.

Another advantage to having your name listed here is that you get in free to the Crew List parties. Actually, these have always been more like friendly, low-key get-togethers among friends than swinging-naked-from-the-chandelier deals. And for a very good reason: we don't want anyone to feel intimidated about coming to one. So even if you don't score a boat or crew on your first few calls, plan to come by the Encinal YC on April 7, and/or the Corinthian YC on April 9. Both parties run from 6 to 9 p.m. We'll have the usual munchies and T-shirts, and the clubs will run their usual no-host bars.

If your name appears here, you get into the party for free. If it doesn't, you're still welcome, but it'll cost you \$5 a head to get in. And please try to have exact change. Ordinarily, the lovely Crew Listettes who work the parties are paragons of virtue and friendliness. But we still have nightmares about what they did to that guy who handed over a \$100 bill and asked for change.

CREW PARTY DIRECTIONS

Encinal YC — Exit Highway 880 at 23rd Avenue and proceed west, toward the Bay. (If you're coming from the south, you'll have to make a U-turn and cross back over the freeway at the first available opportunity. Cross the Park Street Bridge. At the second light past the bridge — Buena Vista — turn right. Go 1 mile and make a right on Sherman. Go over the railroad tracks and make a right on Triumph. Go to the end of the block. The Oakland YC will be right in front of you, with the Tied House Brewery on your left. Turn right and continue to the end of the parking lot. Encinal YC is on your left.

Corinthian YC — Exit Highway 101 at the Tiburon/East Blithedale turnoff. Proceed east, toward the Bay all the way to downtown Tiburon, about a 10-minute ride. When you get there, turn right on Main Street. There is a pay parking lot (maximum, \$8) to your right at the end of the block. Park there (or good luck finding parking on the street). The entrance to the Corinthian YC parking lot is directly across the street from the pay lot toll booth. The club is at the far end.

mentation as to the character of anyone participating in the Crew List, or the conditions of their boats or equipment. You must judge those things for yourself.

The Crew List parties perform a couple of important functions in the overall scheme of things. First, they offer a friendly neutral ground — if you need it — for the first meeting between a skipper and new crew. Secondly, they offer one more chance for skippers or potential crew to hook up with one another. Everyone who comes to the parties gets issued a color-coded name tag. That way, everyone can instantly tell if the wearer is a boat owner looking for crew or a crew looking for a boat. (Note that the Crew Parties are not exclusively for racers. They will also include Crew Listers from next month's Cruising, Daysailing and Co-Chartering Crew Lists.)

Now for a medley of our greatest tips:

- Make your calls during waking hours — no earlier than 8 a.m. and no later than 10 p.m.

- If you're looking to crew, be realistic about the commitment involved. If you sign up for a whole season, you're going to have to show up on time and in working order for upwards of 20 weekend days this summer.

- Be honest. Don't try to BS your way onto or around a boat. If you don't know what you're talking about, someone who does will recognize it instantly. As we've said for years, a lack of experience is not necessarily an impediment to your goal. Remember the skipper we used as an example? He and many others like him actually *want* a few crewmembers with little or no experience because they're easier to teach his way of doing things. Besides, if you misrepresent yourself, your first sail will likely be your last anyway.

- Don't be an age bigot when it comes to choosing a boat or crew. There's as much to be said for the steady hand of experience as the strength and exuberance of youth. And the steady hand of experience usually brings better music. Give everybody a chance.

- If you're a man, for pete's sake, don't be a jerk to any of the women on the Crew List. (Many of them have chosen to list themselves by first name only in the event any jerks disregard this notice.) Don't tell them moronic things like "Sex is required" to crew on a boat — an actual quote, we're sorry to say. On the other side of the coin, we've seen some of you women come to the Crew Parties dressed to kill a lot more than time. So please, everybody, leave the hormone thing for another time and place. Good luck!

CREW LOOKING FOR RACING BOATS

WOMEN TO CREW ON A RACING BOAT

Andrea, 30, (415) 945-0583 wants 1/prefers 1/exp 3cdg (helmed Beneteau First Class 8)/will 3,4,5.
Anne, 36, (650) 361-1489 wants 1,2,3/prefers 1,2/exp 2bc.
Barbara, (650) 949-5480 wants 1,2,3,4,5,6/prefers 2/exp 3def(5)/will 2,4,6,7.
Bonnie Marshall, 52, (916) 685-0689 wants 6/prefers 2/exp 3bg/will 2,6,7.
Chris, 39, (415) 383-8200 ext. 103 or chris@latitude38.com wants 1,2,3,5/prefers 1,2/exp 3dg (5 yrs beer can racing; boat owner)/will 1,2,6,7.
Diane, 40, (415) 455-9211 wants 1,2,3,4,5,6/prefers 2/exp cg (tactician)/will 1,2,7.
Dorene J. Fritts, 40+, (916) 722-3575 wants 1/prefers 2/exp 2a/will 6.
Glenys, 43, fax (650) 961-8880 wants 1,2,3,5/prefers 2/exp 3ceg/will 1,2,4.
Jan, 40, (415) 332-7821 wants 1,2,3,5,6/prefers 2/exp 3de/will 6,7.

Jenne Holmgren, 45, (650) 988-8869 or (408) 930-2011 or jenneh@earthlink.net wants 1,4,5,6/prefers 2/exp 3ef/will 2,3.
KT Blankswade, 46, KTB5114@aol.com wants 1,3/prefers 1,2,3 (Ericson ?)/exp 2bg (Baja Ha-Ha IV)/will 1,3,6,7.
Kristin Meyer, 37, (415) 387-7666 wants 1,3,5/prefers 1,2,4,5, fast/exp 3,4f(5)g (2-3 yrs Hobie 20 crew, 4 yrs Intercollegiate)/will 1,3,5,6.
Linda Kirby, 37, (650) 725-1363 or pager (415) 607-0727 wants 1,2,3,4,5/prefers 2/exp 2bc/will 3,7.
Lisa, lromnc@ncgate.newcollege.edu wants 1/prefers 1,2/exp 1g (some small boat daysailing on the Bay)/will 1,2,3,7.

"TO CREW" CODE

I/WE WANT TO RACE

- | | |
|------------------------|---------------------|
| 1) San Francisco Bay | 4) 1998 Pacific Cup |
| 2) Monterey/Santa Cruz | 5) Coastal Race(s) |
| 3) Ocean Series | 6) To Mexico (Nov.) |

I/WE PREFER

- | | |
|------------------------------|---------------|
| 1) Boats under 30 feet | 4) Dinghies |
| 2) Boats over 30 feet | 5) Multihulls |
| 3) Specific class or design: | |

MY/OUR EXPERIENCE IS

- | | |
|-------------|--|
| 1) None | a) Less than one full season |
| 2) A little | b) Little or no racing, but lots of cruising and/or daysailing |
| 3) Moderate | c) I have out-of-area racing experience, but am unfamiliar with local conditions |
| 4) Mucho | d) One or two full local seasons |
| | e) One or two long-distance ocean races |
| | f) Years of Bay and ocean racing |
| | g) Other pertinent experience: |

I/WE WILL

- 1) Help with the bottom, do maintenance — anything
- 2) Play boat administrator, go-fer
- 3) Go to the masthead to retrieve the halyard at sea
- 4) Navigate, I've got lots of experience
- 5) Do foredeck, I've got lots of experience
- 6) Do grinding, I've got muscle
- 7) Do lunches/provisioning

Liz, 40, (415) 927-1920 wants 1,2/prefers 1,2/exp 3d/will 1,2,3,6,7.
Marianne, 38, (415) 563-4959 wants 1/prefers 1/exp 3d/will 1.
Marja, 32, (510) 644-0449 or mogk@dnai.com wants 1/prefers 1,2,4/exp 2a/will 1,2.
Mernie Buchanan, 42, (707) 745-5694 day or eve, or fax (707) 745-5935 wants 1, N. Bay/prefers 2/exp 3d/will 1,3,5,6,7, do boat names/vinyl graphics.
Rachel Harris, 26, (510) 485-5358 wants 1/prefers 1/exp 2ag (Basic Keelboat cert.)/will 1.
Shelli, 42, (415) 331-7720 wants 4/prefers 2/exp 3d/will 1,2,6,7.

MEN TO CREW ON A RACING BOAT

Al Bowland, 58, (415) 331-8742 wants 1/prefers 2/exp 1b/will 1,2,3,6.
Andy Shyers, 29, (707) 938-1596 (hm) or (707) 939-3501 wk wants 1,5/prefers 1,2/exp 2b/will 1.
Art Urbin, 46, (408) 985-2107 or www.art@urbin.com wants 1,2,3,4,5,6/prefers 2/exp 4ef/will 1,2,3,4,5,6,7.
Beat Naef, 40, (510) 744-1538 wants 3,4/prefers 2/exp 3d/will 1,2,3,4,5.
Benquet-Begelman, <40, (408) 235-6766 wants 1,2/exp 2cg (Fasnet, EDHEC Cup)/will 3,4,5.
Brendan Annett, 25, (415) 495-7110 or bannett@mfgsf.com

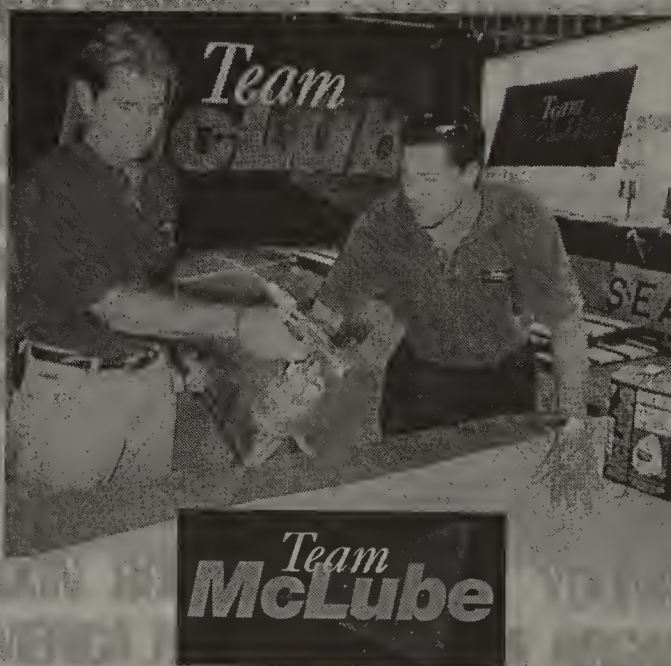
1998 RACING

..... wants 1,4,5/prefers 2/exp 3b/will 1.
Brett Sharkey, 26, (650) 322-4737 or cell (408) 930-2930 days wants 1,3/prefers 1,2,4/exp 2ab/will 1,2,3,6,7.
Brooks Dees, 29, (510) 814-0466 .. wants 1,3,4,5/prefers 3 (505)/exp 3f/will 1,2,6.
Bud Moore, 58, (415) 479-1927 wants 1,2/prefers 2/exp 2b/will 1,2,3,6,7.
Charles Holmquist, 50, (415) 459-7210 wants 1,3,4,5/prefers 1,2/exp 2b/will 1,2,3,6,7.
Chris White, 32, (415) 253-2007 wants 1/exp 1b/will 1,3.
Clifford Shaw, 48, (510) 939-2490 wants 4 (or PacCup return)/prefers 2,5ok/exp 3fg (PacCup return, SF-San Diego cruise)/will 1,3,5,6.
Darrell Caraway, 38, (510) 834-1462 wants 1/prefers 1/exp 4d/will 6.
David Banks, 36, (510) 274-0867 wants 1/prefers 1,2/exp 3b/will 2,5,6,7.
David Hand, 50, (510) 820-5637 wants 1,3/prefers 2/exp 3d/will 1,4.
David Lombard, 37, (408) 477-1518 wants 1,2,3,4,5,6/prefers 1,2/exp 2a, (dinghies class at UCSC, USSailing cert.)/will 1,2,4,6,7.
David Peterson, 28, (650) 854-4813 or david-peterson@worldnet.att.net wants 1/prefers 2/exp 2b/will 1,3.
Duane Yoslov, 29, (415) 332-1760 or yoslovd@aol.com wants 4/prefers 2/exp 4bg (Singlehanded Farallones)/will 1,2,3,4,5,6,7.
Ed Hill, 27, (619) 655-5368 wants 3,5 (San Diego/Orange Co. areas only)/prefers 1/exp 2b/will 1,2,3,6,7.
Eric Larsen, 31, (415) 289-0619 wants 1,3,4/prefers 2/exp 3ab/will 1,3.
Frank Connors, 49, (707) 996-4928 wants 3,4,5,6/prefers 2/exp 4b/will 1,3,6.
Glenn Brown, 41, (510) 283-8176 or (510) 540-3961 wk M-F wants 1/prefers 2/exp 2bg (2 yrs BYC Fri. night races)/will 6.
Greg Goshko, 28, (408) 926-4914 or (408) 433-5200 x430 wk wants 1,2,5/prefers 1,2/exp 1,2ab/will 1,2,6.
Greg Meagher, 37, (510) 524-4825 wants 1,3/prefers 1,2,3 (sportboats)/exp 3d/will 7.
Howard Kaplan, 46, (510) 672-8843 or Farmvest@aol.com wants 1/prefers 2/exp 2df(3)/will 1,6.
Irwin Layne, 57, (650) 363-2102 wants 1/prefers 1,4/exp 4f/will 1,4,6.
Jack Mahoney, 28, (415) 331-1926 wants 1/prefers 3 (Melges 24)/exp 3bd/will 1,6.

James Wadsworth, 27, (415) 674-1102 or jaywads@rhwadsworth.com wants 1,2/exp 2b/will 1,2,3,6,7.
Jason Milton, 25, (415) 673-3955 wants 1,3,4/prefers 2,4/exp 3bg (circumnav casual race format)/will 1,2,3,7.
Jeff Madynski, 26, (415) 544-0844 or jeffrey.m.madynski@ac.com wants 1/prefers 1,2/exp 2b/will 1,2,3,6,7.
Jim Hardie, 39, (916) 483-2012 wants 4/prefers 2/exp 4b/will 2,5,6.
Jim Negrette, 39, (650) 638-9156 or negrette@scrznet.com wants 1/prefers 1,2/exp 2b/will 1,2,6.
Jim Pedersen, 24, (530) 242-9273 wants 1,2,3,4,5,6/prefers 1,2,4,5/exp 3b/will 1,2,3,7.
John Ludeman, 40, (707) 645-1701 wants 1,2,3,5/prefers 2,5/exp 4f/will 3,5,6.
John McNamara, 31, (415) 281-5061 wants 1/prefers 1,2,3 (one design)/exp 4cg/will 3,4,5,6.
John Meeks, 47, (408) 475-5896 wants 2/prefers 1,2,4,5/exp 1/will 1,2,3.
Jon Hunt, 50, (415) 831-9765 wants 1,3,5/prefers 5 (F-27, F-28, F-31)/exp 4dfg (boat owner, passages)/will 1,2,4,6.
Jon C. Sjoberg, 42, (510) 447-8165 wants 1,3/prefers 1,2/exp 3de/will 1,2,6,7.
Kaiming Ho, 27, (415) 307-6196 or (408) 526-4142 wants 1,3,5/prefers 2,3 (J/Boat)/exp 3d/will 1,2,3,6.
Kent Bliven, 34, (510) 538-9346 wants 4/prefers 2,5/exp 3dg/will 1,6.
Kurt Owens, 35, (415) 255-0507 or KurtOwens@aol.com wants 1/prefers 3 (Express 27, Olson 30)/exp 4f/will 3,5,6.
Larry Silver, 61, (818) 988-7526 wants 4,6/prefers 2/exp 4eg (100-ton power/sail lic., knows Mex waters)/will 1,2,3,4,5,6,7.
Len Tiemann, 47, (510) 792-1539 wants 1,3,4,5/prefers 2/exp 4fg/will 4,6.
Mark Jauregui, 27, (415) 776-2469 hm or (415) 602-3337 cell wants 1/prefers 2/exp 1,2a/will 3,5,6.
Michael Flynn, 34, (415) 924-2629 or (650) 604-1163 wants 1,3,5/prefers 1,2/exp 4f/will 4,5,6.
Michael Hillman, 47, (415) 464-0940, (510) 970-9970 days or mhillman@mindspring.com wants 1,3/prefers 2/exp 4c (16 Mackinac races; 20 yrs racing/40 yrs sailing Great Lakes; MacGregor 65, Frers 50)/will 3,5,6,7.
Mike Foss, 58, (650) 364-8001 or mike@slac.stanford.edu

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CREW LIST

..... wants 1,5,6/prefers 5/exp 3d,g (owned Tornado, H-14)/will 1,2,6.
Patrick Farnan, 35, (408) 866-5301 or msg (408) 287-4170 x262 (friend Donna Ponzer's wk) wants 1,2,3,5/prefers 2/exp 1/will 1,6.
Paul Berggren, 29, (415) 648-2099 wants 1,5/prefers 1,2/exp 2a/will 1.
Pete Howley, 57, (415) 381-5880 wants 1,3,4,5,6/exp 3b/will 3,4,5,6.
Peter Lange, 33, (415) 388-5904 wants 2,3,5/prefers 2,5/exp 3de/will 2,3,6.
Rich Katz, 43, (415) 892-4505 or dickatz@cmc.net wants 1,2,3/prefers 1,2/exp 4d/will 1,3,5,6.
Rick Whiting, 50, (415) 457-5677 or pager (415) 455-2152 wants 1,3,5/prefers 1,2,3 (Moore 24, J/105)/exp 4cdg (years of ocean & buoy racing; delivery skipper)/will 1,2,4,5,7.
Ron Richardson, 55, (510) 235-2175 or pager (510) 466-9857 wants 1,2,3,5,6/prefers 2/exp 3abd/will 1,2,6.
Russ Wilson, 28, (415) 826-6526 wants 1,3,4/prefers 2/exp 3d/will 1,2,3,6.
Scott Biggane, 39, (408) 264-3161 or (408) 980-0414 x131 wants 1,2/prefers 2/exp 2b/will 1,6.
Simon Shortman, 28, (510) 814-9502 or Simon.Shortman@barra.com wants 1,6/prefers 2,3,5/exp 2cg (dinghy racing in Plymouth Sound, UK)/will 1,2.
Stefan Brustowicz, 35, (415) 647-1222 or stefan@batnet wants 1,3/prefers 1,2/exp 2b/will 1,3.
Stephen Ramos, (415) 538-0928 wants 1/prefers 1,2/exp 2b/will 1,6.
Steve Klein, 48, (650) 858-2831 or stvkl@aol.com wants 4/prefers 2,5/exp 3dg (Bareboat cert., lots of buoy racing, Hobie Cat owner)/will 1,6.
Steve Truchon, 42, (408) 629-5177 or (415) 468-3350 wk wants 1,2,3,5/prefers 1,2/exp 3ae/will 3,6.
Stuart Farrell, 46, (206) 706-1058 hm wants 3,4,6/prefers 2/exp 3cg (Puget Sound racing)/will 3,5,6.
Tim Dick, 38, (650) 329-8929 or telebyte@aol.com wants 1,3,4,5/prefers 2/exp 3b/will 1,2,6,7.

COUPLES TO CREW ON A RACING BOAT

Chris Monti & Kristy White, 30, (707) 544-7886 or (707) 579-1500 Kristy wk want 1,3,5/prefer 2/exp 3bcg/will 1,2,3,4,6.

Jerry & Katrina Brown, 45/43, (415) 824-6162 or Box 250381, SF, CA 94125 want 1,3,5/prefer 2/exp 1/will 1,2,3,4,5,6,7.
Jim & Farah Nations, 42/37, (650) 560-6861 want 1,2,3,5,6/prefer 2/exp 2/will 1,2,3,6,7.
Ken Mayer & Suzy O'Keefe, combined=81 (you figure it out), (408) 605-1354 or kmayer@bitwrangler.com want 1,2,3,4,5,6/prefer 2/exp 2,3bcg (Mex, Pac, Oz, 'Lawn-g Island')/will 1,2,3,4,7.
Lulu Yang & Michael Whitfield, 34/42, (510) 601-9514, lulu_yang@clmt.com or michaelwhitfield@jimperry.com want 1,2,3,4,5,6/prefer 1,2,3/exp 3,4fg/will 3,4,5,6.
Magdalena & Beat Naef, 40s, (510) 744-1538 want 1/prefer 2/exp 3d/will 1,2,3,4,5.
Marlaina, Michael, Simon, 44/14/34, voice mail (707) 577-1070 or loro5@aol.com want 1,2,3,5,6/prefer 1,2,3 (Santana 35, Beneteau, Melges, Ericson, Swan, SC), 4 (Laser, FJ)/exp 2,3dg(SF-SC)/will 2,6,7.

RACING BOATS LOOKING FOR CREW

MEN LOOKING FOR RACING CREW

Arnold Gallegos, 50+, (415) 239-1844, Islander 28 ... plans 3,5,d/wants 1/races 2.
Bill O'Connor, 56, (415) 675-7260 or (415) 421-7303 hm, Cal 29 plans 1bc/wants 2/races 2.
Brian Dunn, 51, (510) 523-1465, J/35 plans 1be/wants 3/races 2.
Charlie Brochard, 48, (510) 669-4176, Olson 25... plans 1bcde/wants 2,3,4/races 2.
Dale Irving, 30, (415) 771-0960, Olson 30 plans 1,3,5,abc/wants 3/races 3.
Dan Haynes, 55, (650) 325-1147 or dan.haynes@oreadca.com, Wilderness 21 plans ac/wants 1/races 2.
Dan Wilshin, (650) 592-8882, J/29 plans 1b/wants 1,2,3/races 2.

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- | | |
|-------------------------|----------------------------|
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| 2) Monterey/Santa Cruz | b) One Design |
| 3) Ocean Series | c) YRA season |
| 4) 1998 Pacific Cup | d) Specialty events |
| 5) Coastal Race(s) | and/or occasional YRA |
| 6) Mexico Race(s) | e) Beer Cans |
| 7) Baja Ha-Ha Cruisers' | f) Anything and Everything |
| Rally (November) | |
| 8) Other | |

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I/WE RACE

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- 2) Pretty seriously. Why else make the effort?
- 3) Very seriously. I/we don't like to lose.

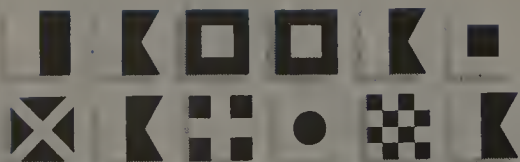
Derik Anderson, 30, (415) 459-4411, Olson 25 plans 1,2,3,b/wants 3/races 3.
 Don Blood, 60, (415) 222-5605, C&C 30 plans 1cd.
 Greg Hampton, 35, (209) 669-9748 or UNOFUN@aol.com, MacGregor 26X plans 1,2,8 (Delta Ditch Run), abef/wants 1/races 1.
 Jim Fair, (650) 967-6207, Merit 25 plans 1ac/wants 1/races 2.
 Jim Fraser, 62, (408) 779-6195, Box 1647, Morgan Hill, CA 95038, or jim126@ix.netcom.com, 25' Folkboat plans 1c/wants 1,2,4/races 2.
 Joe Schmidt, 54, (510) 608-2301 days or Joseph@mylex.com, Santana 22 plans 1bcd/wants 2,4/races 2.
 John Bowens/Ken Manuele, 40+, (408) 463-5657, Islander MkII 30 Current Asset plan 1ad, 5/want 1,2/race 3 (but fun).
 John Iredale, 40, (415) 609-4614 or (415) 893-7039 plans 1abde, 5/wants 2/races 2.
 Jon Camp, 55, (650) 343-9349, 28' Hawkfarm plans 1bc/wants 1,2/races 2.
 Liam O'Flaherty, 37, (510) 531-8984, 24' Columbia Challenger plans 1bcd, 8 (Plastic Classic)/wants 1/races 1.
 Mike Renneker, 49, (909) 676-7490, Ericson 35 plans 3,5,6,8(San Diego),ae/wants 4/races 1.
 Pete Peters, 53, (415) 332-5327, Olson 25 plans 1abcef/wants 1/races 1,2.
 Phil Baldwin/Dave McCarthy, 40+, (408) 476-9766, Wilderness 30 plan 2ade/want 1,2,4/race 1.
 Rich Kerbavaz, 45, (510) 654-2747, Cal 29 plans 1bc/wants 1/races 1.
 Richard Bryant, 44, (408) 275-0827 plans 1,3,5,f/wants 1/races 1.
 Scott Hancock, 39, shancock@arborinvestors.com, Ohlson 38 plans 4,5/wants 2/races 1.

WOMEN LOOKING FOR RACING CREW

Chris, 39, (415) 383-8200 x103 wk or chris@latitude38.com, Cal 20 plans 1e, 8 (fun races)/wants 3,4/races 1.

COUPLES LOOKING FOR RACING CREW

Joseph & Carol Melino, 58/53, (408) 268-0833, jcmelino@pacbell.net or fax (408) 494-0480, Beneteau 305 and Antrim 27 plan 1,3,5,abcde/want 1,2,3/race 2.



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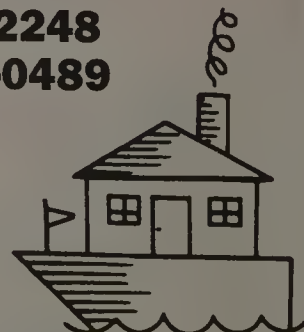
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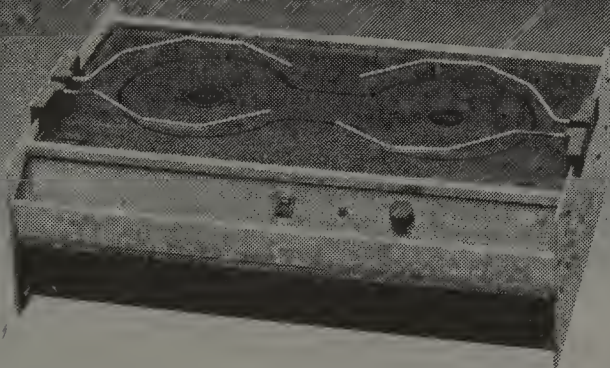
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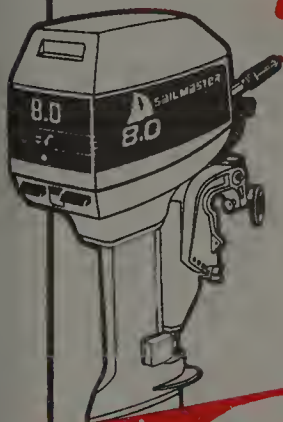
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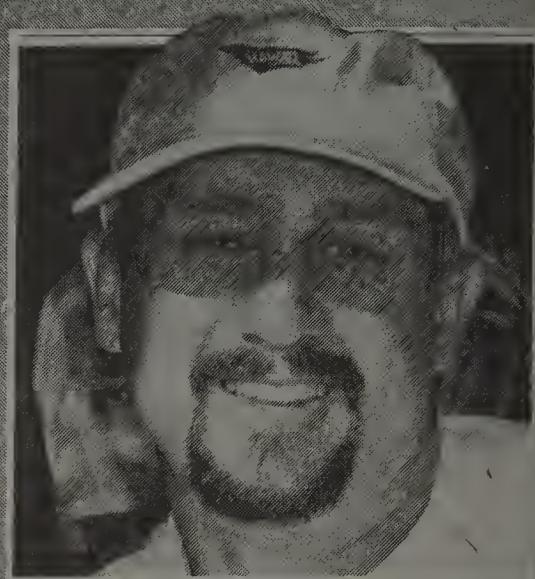
If nothing else, the series of *El Niño* storms in early February eliminated any concerns that the San Diego YC's race to Puerto Vallarta would be just another benign light-air Mexican race. In fact, when it came time to start the Cruising Division boats on Wednesday, February 16, the 12-15 foot swells coupled with big wind and a driving rain made it impossible to even get out of the harbor — let alone to set a starting line. All four boats in this division were delighted when SDYC race chair Mike Bythewood postponed their start for 24 hours.

The swells were still plenty big on Thursday, but had moderated enough to start both the Cruising Division boats and the two 41-footers in PHRF A.

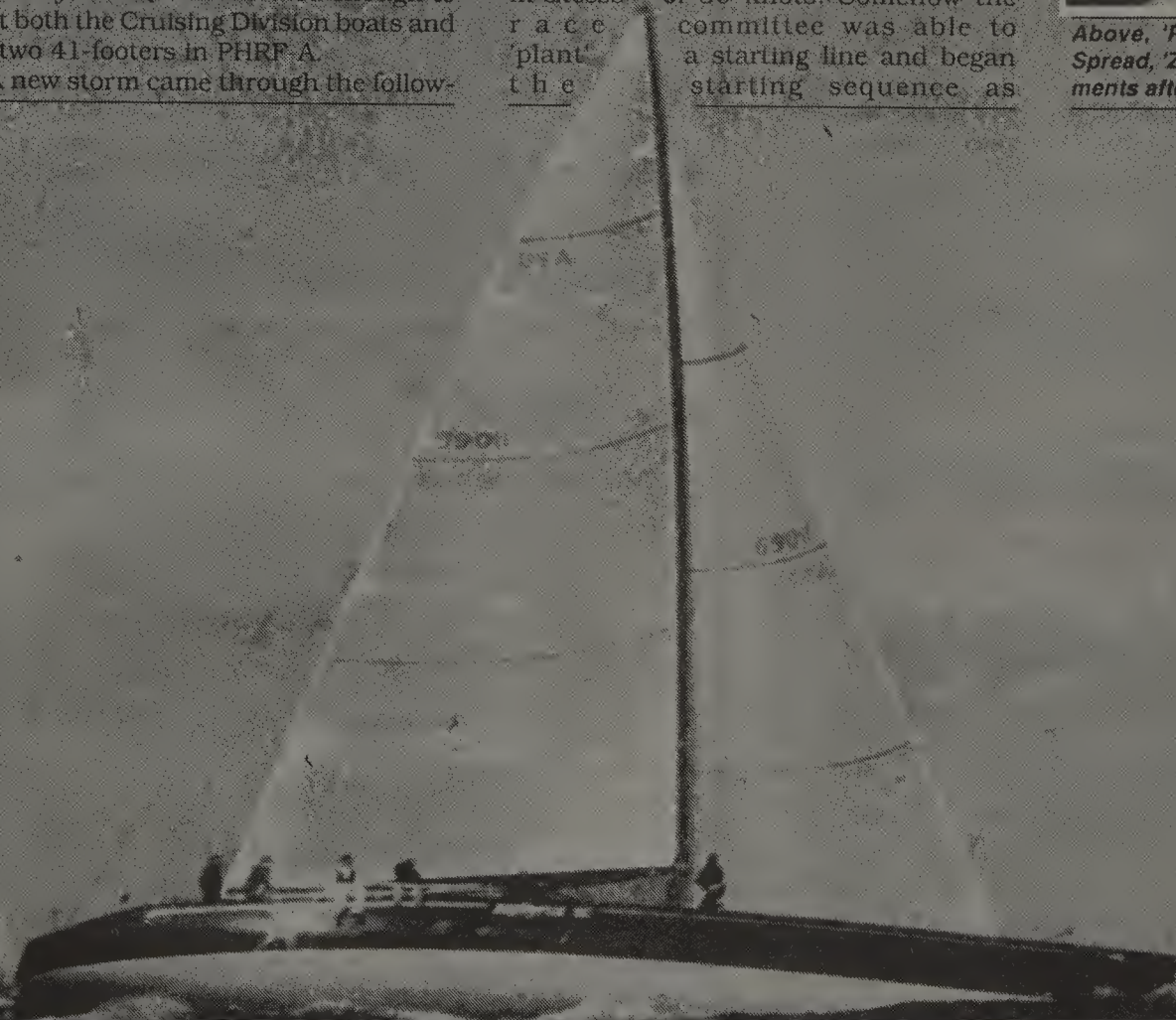
A new storm came through the follow-

ing day. Once again there was some question as to whether the race committee would be able to set a starting line for the five boats in PHRF-B. This concern caused the race committee to issue an amendment to the sailing instructions providing for an optional 'rabbit start' if necessary — and the boats went out to the starting area.

Again, it was just plain ugly outside the confines of San Diego harbor, with rain, 12-foot seas and southeast winds in excess of 30 knots. Somehow the race committee was able to plant a starting line and began the starting sequence as



Above, 'Pyewacket' skipper Roy Pat Disney. Spread, 'Zephyrus IV' (left) and 'Magnitude' moments after the start.



— THE MAGIC CAT POUNCES AGAIN

scheduled.

It wasn't pretty, but after 11 minutes all five boats had crossed the starting line and were off, beating and barfing into huge seas with tiny headsails and reefed mains. Rather quickly, Marda Phelps SC 52 *Marda Gras* blew up its #4 jib and ripped its mainsail — but they carried on with a #3 jib and a storm tri-sail until the main could be sewn back together. The damage to other boats in the class was not fixed as easily. During the first hour of the race, Ron Kuntz's Andrews 53 *Cantata* crashed into a wave with such force that the port chain plate ripped out of the bulkhead. The mast came crashing down,

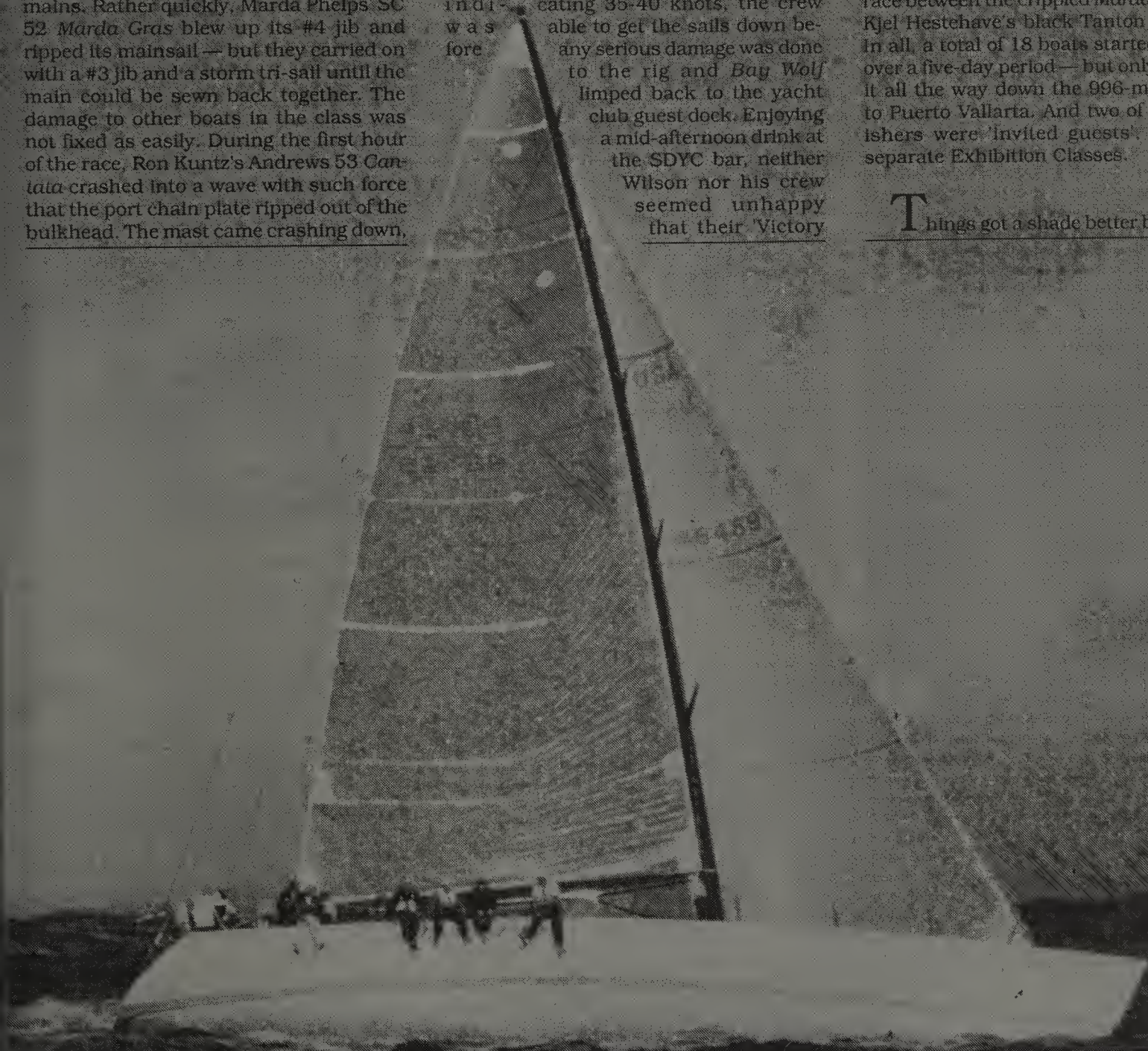
breaking just a few feet above the goose-neck.

About the same time, a leeward spreader broke off Kirk Wilson's SC 50 *Bay Wolf*. Although the anemometer was indicating 35-40 knots, the crew was able to get the sails down before any serious damage was done to the rig and *Bay Wolf* limped back to the yacht club guest dock. Enjoying a mid-afternoon drink at the SDYC bar, neither Wilson nor his crew seemed unhappy that their 'Victory

at Sea' episode was over. And it wasn't very long before Alec Oberschmidt and the crew of his Barnett 52 *Climax* were also back at the yacht club with a number of problems that forced them, too, to throw in the towel.

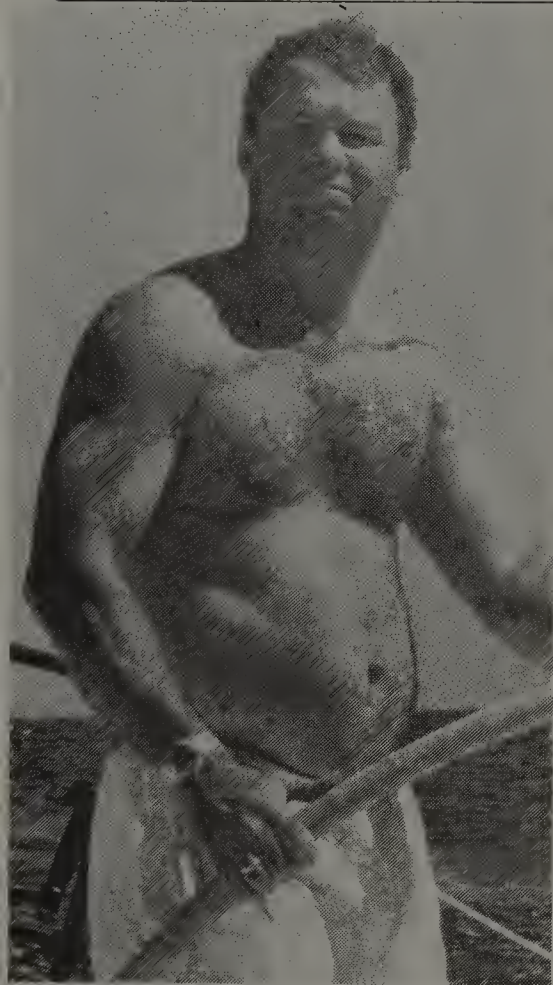
After only two hours, the five-boat PHRF B class was reduced to a match race between the crippled *Marda Gras* and Kjell Hestehave's black Tanton 73 *Velos*. In all, a total of 18 boats started the race over a five-day period — but only 12 made it all the way down the 996-mile course to Puerto Vallarta. And two of those finishers were 'invited guests', racing in separate Exhibition Classes.

Things got a shade better by the time



SAN DIEGO TO PUERTO VALLARTA

the Sleds and TurboSleds, started on Saturday. Bob Saielli's SC 70 *Mongoose* was the only ULDB 70 in the race — 'racing' in an IOR class all by itself. "We got a perfect start," reported crewman Curt Slater



Are we having fun yet? The ubiquitous Jeff Madrigali at the helm of 'Cheval'.

with a smile, "but there wasn't very much wind so we didn't get very far before the Turbos started."

The four TurboSleds started two hours and 40 minutes later. By that time the wind had built into the mid-teens, with big swells in the 10-to-12 foot range. How-

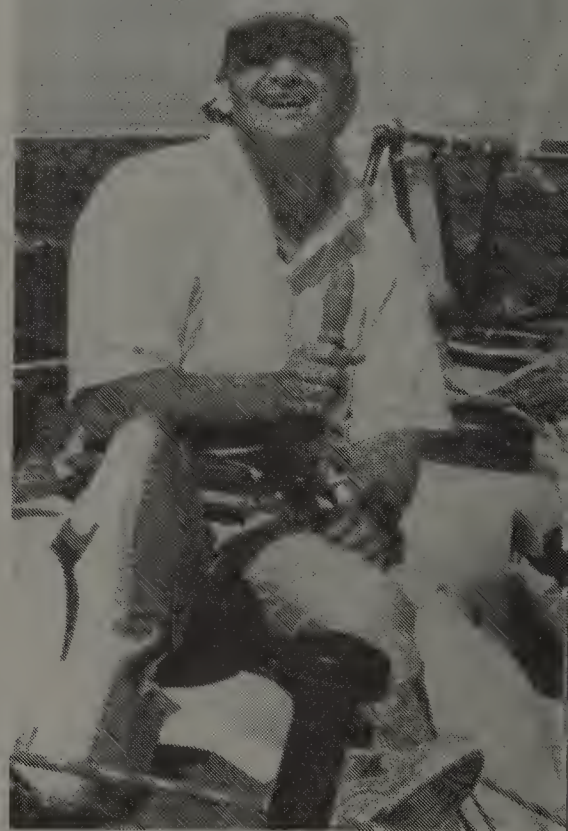
ever there was one rogue wave that was significantly bigger than 12 feet and it broke right under for Bob McNeil and John Parrish's new R/P 75, *Zephyrus IV*. The boat went airborne off this gigantic mogul, exposing more than five feet of its fin keel. The ensuing freefall to the bottom of the trough ended in a crash that sounded like a cannon shot. Amazingly, the rig withstood the huge loads generated by the impact — but the carbon-fiber instrument wand at the masthead snapped like a pretzel. It was dangling sickly up there, and it was obvious that *Zephyrus IV* would be racing without any wind instruments.

The TurboSleds got off to a good start beating south in about 15 knots of breeze. Before the sun went down it was obvious that *Zephyrus* was getting along nicely without their wind instruments as they opened a two-mile lead over Doug Baker's Andrews 70+ *Magnitude*. Roy Disney's SC 70+ *Pyewacket* was a few miles further back while Hal Ward's Andrews 70+ *Cheval* was splitting from the fleet and heading offshore on a long port tack.

The ultralight TurboSleds sailed all night in pouring rain with #3 genoas and reefed mainsails. It truly sucked! Down below it felt like the boats would break in half as they repeatedly slammed into huge swells. The noise and pounding made sleeping difficult — kind of like trying to take a nap in a moving tank during the Battle of the Bulge in World War II.

It was during this miserable night that the crew of *Pyewacket* began to work their magic again. By roll call the following morning they'd passed *Zephyrus* and opened an eight-mile lead on the fleet.

Happily, conditions improved on the second day. It wasn't long before the skies cleared and the wind began clocking to the west. By mid-afternoon double-head



rigs replaced small jibs — and a few hours later the boats were flying kites in 20 knots of breeze. At this point the big swells were behind everyone, so instead of slamming into the waves, the Turbos were surfing off of them. Both *Pyewacket* and *Cheval* logged 300-mile 24-hour runs on the second day of the race. . . the 'fun meter' was definitely going up.

The TurboSleds got down to the tip of the Baja Peninsula in less than three days. Most boats elected to round the Cape close to the beach, trying to minimize their time in the peninsula's lee. As is generally the case, the wind shut off completely at Cabo San Lucas. The mis-

CHEVAL'S WHALE OF A TALE

Going from 16 knots to zero in six feet is a feeling I hope I won't experience soon again. But those of us who raced on Hal Ward's Andrews 70 *Cheval* will live with that memory for quite a while.

At 0315 on February 11, *Cheval* was charging across the Sea of Cortez at 16 knots when we center-punched what we believe was a sleeping whale. Crewman Keith Kilpatrick probably got the first look at it and his reactions gave helmsman Jeff Madrigali just enough warning to brace himself before the inevitable impact. There was a jarring collision and *Cheval* came

to an abrupt stop, dead in the water. The boat did what crewman Mike Eldridge described as an "endo" — lifting *Cheval*'s stern well up into the air.

At the time, I was sleeping down below in a midship berth — head forward. Although *Cheval* came to a screeching stop, I didn't. My head smashed into the adjacent bulkhead with enough force to make me think the Los Angeles Dodgers were using my skull for batting practice. I tumbled onto the deck dazed, but after a bit of reorientation I noticed several members of our crew were pulling up the floor-

boards, looking for damage — while others were getting the life rafts ready. Oh, my!

Suddenly the pounding in my head didn't seem quite so important. My priorities changed as I stumbled towards the chart table to get our latitude and longitude. Happily, a *mayday* call never became necessary. Although the kelp cutter on the keel's leading edge was jammed, the keel was still solidly attached to the boat. Crooked perhaps, but still solidly attached. *Cheval* was safe and sound — and I could go back to feeling sorry for

— THE MAGIC CAT POUNCES AGAIN



ALL PHOTOS BY LEW TOMECK

Yahoo! Living the good life aboard 'Cheval'. Left to right: trimmer Mark Simms, driver Pete Heck and owner Hal Ward.

ery was compounded by huge confused swells coming from seemingly random directions. Several boats exploded spinnakers — not from the wind, but from the shock-loading that was a byproduct of the massive bumps.

However, once the boats worked into the new breeze coming out of the Sea of Cortez, it was a fast and delightful E-ticket reach to the mainland. "With the fractional kite up, we could sustain 20

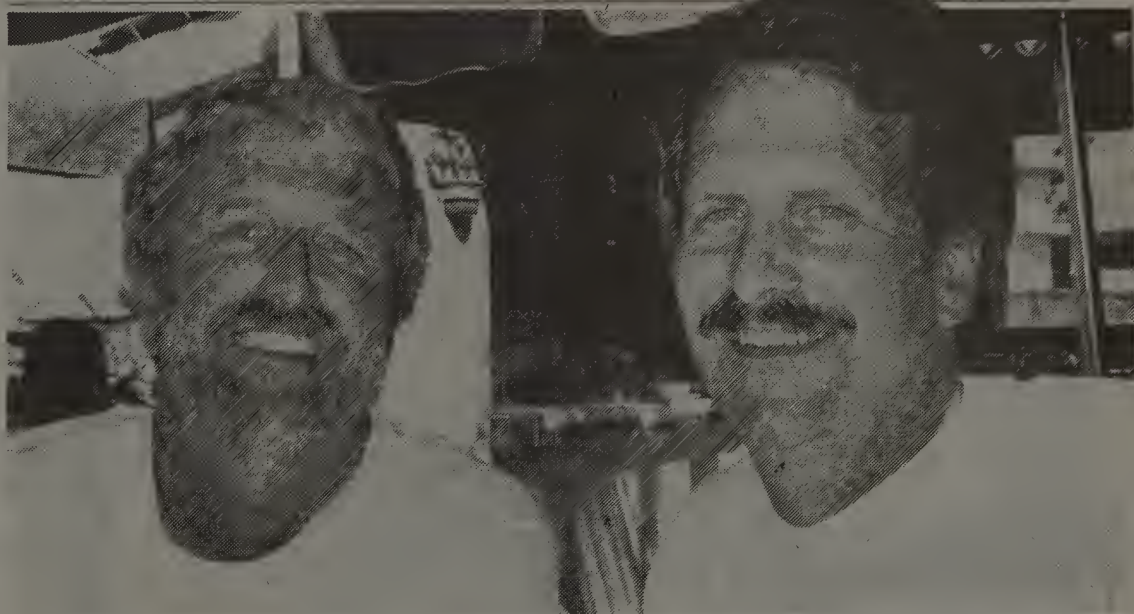
myself.

I think it's interesting that everyone on the boat expressed genuine sadness about hurting the whale. However, there was no way we could have avoided the collision — so there is no reason for Greenpeace to even consider making life miserable for *Cheval* or other Mexican racers.

Personally, I relearned a valuable lesson: When sleeping offshore, never let your head go anywhere that your feet haven't already visited — in other words, sleep feet-forward.

— tbl

knots for three or four minutes at a time," reported *Pyewacket*'s Roy Pat Disney. All of the Turbos were flying, but the joy on Hal Ward's *Cheval* came to a screeching halt in the middle of the night when they slammed into a sleeping whale. Fortu-



nately, no one was injured and the boat miraculously escaped with only minor damage (see sidebar).

San Diego YC deserves a lot of credit for locating the finish line where they did. It was not adjacent to a comfortable hotel

room buried deeply inside the windless confines of Banderas Bay — as has been routinely done by other clubs hosting Mexican races. Instead, it was adjacent to the Punta de Mita lighthouse at the entrance to the bay, where there was generally a strong sea breeze blowing. SDYC member Gene Kinney anchored his 60-foot motor yacht in the lee of the point and took finish times until the last boat had completed the course.

Pyewacket led the race virtually wire-to-wire to take first in class, first in fleet and first to finish — a clean sweep. They averaged 10.6 knots for the course and finished in less than five days — nearly three hours ahead of *Magnitude*. *Zephyrus IV* was the third boat to finish, nearly an hour and a half behind *Magnitude*.

Although all of the TurboSleds were optimized to the Transpac IMS speed limits, *Zephyrus* managed to correct out over *Magnitude* by an hour and 17 minutes — using IMS Performance Line Scoring for an Offshore Downwind Course. (No wonder people are confused by IMS scoring.)

Steve Fossett's 60-foot trimaran *Lakota* sailed in the multihull Exhibition Class and took only two and a half days to sail the course. That averages out to an impressive 16 knots, a *de facto* record for the new course. *Christine*, Fred Preiss' 100-footer rated too high to be an official race entry, but they also sailed along as *Old friends Skip Allan ('Magnitude') and Stan Honey ('Pyewacket') compare notes after the race.*

an 'invited guest.' To the surprise of many, *Christine*'s elapsed time was 13.5 hours slower than *Pyewacket*'s.

Roy Disney, Sr., was unable to sail on *Pyewacket* for this race as he was still hobbled by the broken leg he suffered just

SAN DIEGO TO PUERTO VALLARTA

before the TransPac. In his absence, his son Roy Pat took over as skipper, supported by Robbie Haines, Ben Mitchell, navigator Stan Honey, Scott Easom, Gregg Hedrick, Zan Drejes, Doug Rostello, Rick Brent and Dick Loewy — essentially the same crew that smashed the TransPac record last July.

Disney now has an interesting decision to make. For the last few months the *Pyewacket* team has been working with naval architects John Reichel and Jim Pugh on the design of a new boat, essentially a development of *Zephyrus IV*. They think this new design will be faster than their present turbocharged SC 70, but it sure didn't turn out that way on this race. Obviously the lack of wind instruments and of computer-generated 'targets' handicapped the *Zephyrus* crew, who were sailing the boat offshore for just the second time.

Both *Pyewacket* and *Zephyrus IV* are racing in the upcoming MEXORC Regatta on Banderas Bay, and that should provide more data. However, very soon after MEXORC, Disney will have to push the "go button" if he wants to defend his

'98 San Diego-Puerto Vallarta Race Results							
<u>Cls</u>	<u>Flt</u>	<u>Yacht</u>	<u>Type</u>	<u>Skipper</u>	<u>Yacht Club</u>	<u>Corr Time</u>	<u>SOC</u>
CRUISERS							
1	1	<i>Novia Del Mar</i>	Beneteau 40	Mike Busch	San Diego	129:38:28	6.15
2	2	<i>Sweet Shot</i>	Passport 47	Ronald McCleave	San Diego	146:15:08	5.60
-	-	<i>Sea Dancer</i>	Ericson 36	Al Wheatman	California	DNF	-
-	-	<i>Vivace</i>	NY 36	Bob Shinn	San Diego	DNF	-
PHRF - A							
1	5	<i>Bolt</i>	Choate 41	Craig Reynolds	Balboa	144:35:28	-
-	-	<i>Dutchess</i>	Tartan 41	Tommy Smith	Balboa	DNF	-
PHRF - B							
1	2	<i>Velos</i>	Tanton 73	Kjel Hestehave	San Diego	129:07:46	8.02
2	4	<i>Marda Gras</i>	SC 52	Marda Phelps	Seattle	130:10:08	7.65
-	-	<i>Bay Wolf</i>	SC 50	Kirk Wilson	Cabrillo Beach	DNF	-
-	-	<i>Climax</i>	Barnett 52	Alec Oberschmidt	Southwestern	DNF	-
-	-	<i>Cantata</i>	Andrews 53	Ron Kuntz	Oceanside	DNF	-
PHRF - C							
1	3	<i>Mongoose</i>	SC 70	Robert Saielli	San Diego	129:47:11	9.00
PHRF - C1							
1	1	<i>Pyewacket</i>	SC 70+	Roy Disney	Los Angeles	124:38:12	10.60
ULDB TURBO							
1	1	<i>Pyewacket</i>	SC 70+	Roy Disney	Los Angeles	105:40:48	10.60
2	2	<i>Zephyrus IV</i>	R/P 75	McNeil/Parrish	StFYC/San Diego	110:30:34	10.10
3	3	<i>Magnitude</i>	Andrews 70+	Doug Baker	Long Beach	111:47:26	10.24
4	4	<i>Cheval</i>	Andrews 70+	Hal Ward	California	112:46:52	10.04
EXHIBITION (Monohull)							
1	1	<i>Christine</i>	Custom 100	Fred Preiss	Pacific Mariners	107:28:33	9.27
EXHIBITION (Multihull)							
1	1	<i>Lakota</i>	Jeanneau 60	Steve Fossett	San Diego	62:20:17	15.98

TransPac record in a new boat.

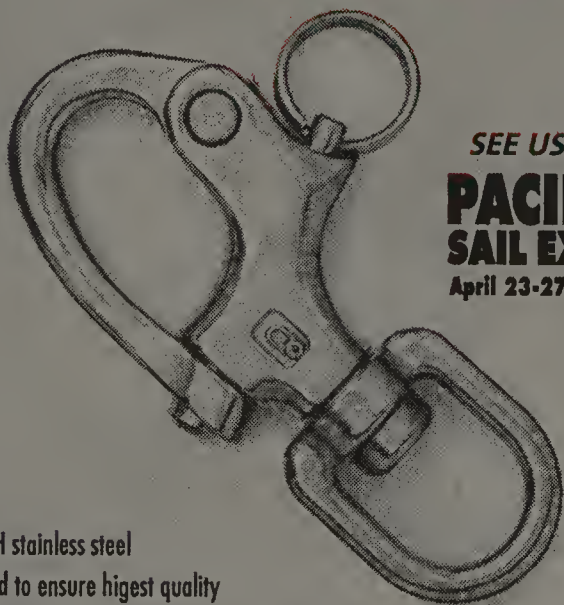
This was SDYC's first race to Puerto Vallarta, but it looks like it won't be the last. After years of running offshore events to Acapulco, Manzanillo and Mazatlan,

they think PV is a 'keeper'. Their 2000 Mexican Race Chairman George Folgner is already exploring ways to attract more racers.

— tom leweck

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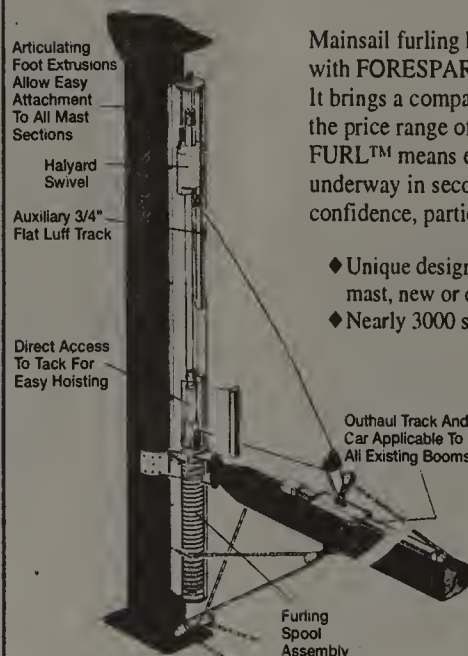
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MARINA SECA

Last December, retired neurosurgeon Henry Cevallos sat in Muskegon, Michigan, wondering how to get his Irwin 44 ketch *Alhambra* from Lake Michigan to his second home in Mazatlan, Mexico.



Above, Marina San Carlos is easy to find by land or sea. Spread, dry storage. Below, the harbor.

Meanwhile, more than 2,500 miles away in Mexico's Sea of Cortez, Jim and Ginger Crumbaugh of Long Beach wondered how to fulfill family obligations in Florida without having to sail their Coronado 34 *Acquisition* all the way there via the Panama Canal.

A few days, several snowstorms and at least one biblical flood later, *Alhambra* slid off a trailer in San Carlos, Mexico. Within 24 hours, the boat was rerigged and ready to launch for the short hop to Mazatlan. The same day, *Acquisition* was loaded on the same truck and headed out to Tucson on the first part of her 2,000-mile journey to Fort Meyers, Florida.

Making all this happen would be remarkable for any boatyard, but for Jesus Salas and his crew at Marina San Carlos, it was just another day's work.

The Marina San Carlos Dry Storage, or 'Marina Seca' as it's commonly known,

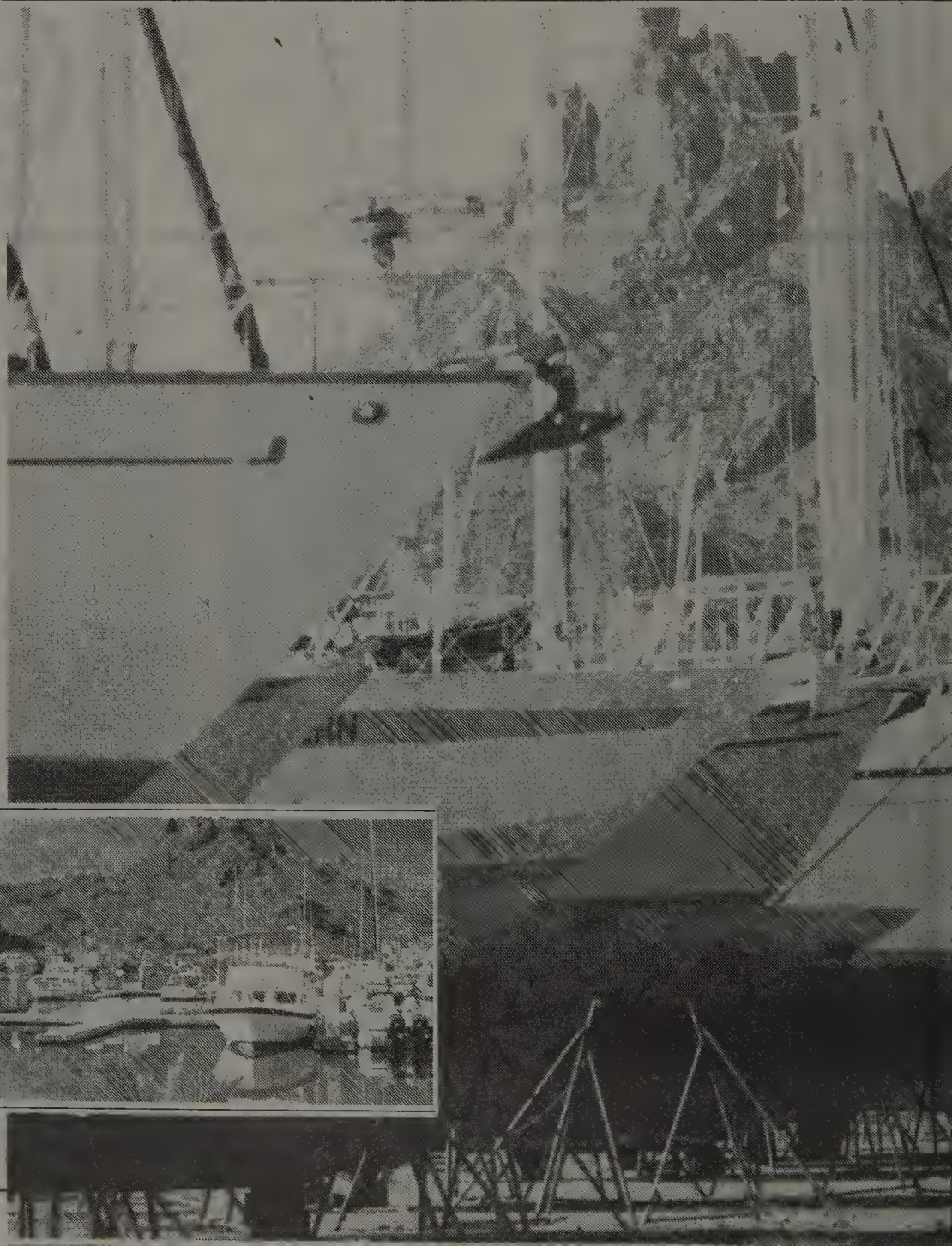
stretched beyond the fishing and retirement village. With its protected natural setting, year-round dry desert climate, the beautiful Sea of Cortez as a backyard and a location only six hours drive from Tucson, he foresaw a yachtsman's base in the northern Sea of Cortez. Five years ago, he opened Marina Seca. Word spread quickly through the cruising community.

Today, Marina Seca is not so much a 'yachtsman's base' as a sailor's mecca. The facilities have been expanded several times to accommodate the influx of cruisers.

At least part of its attraction is the yard's efficiency. Dispelling the notion

that everything south of the border runs on *mañana* time, the Marina Seca is a first-class operation that could rival any boatyard north of the border.

A few of the other things that keep cruisers coming back year after year: launching and hauling facilities for boats up to 60 feet and 60 tons, secure and guarded dry storage for up to 500 boats, and a large boatyard/work area that welcomes do-it-yourselfers. Anyone who's had work done there can tell you about the quality of service and bargain prices. And, with the cost of dry storing a 40-ft sailboat the same as berthing a Cal 20 in the Bay Area, it's cheaper than staying at



was the brainchild of American businessman Ed Grossman. A longtime San Carlos area resident, Grossman's vision

— DRY RUN TO MEXICO

ALL PHOTOS JOHN SKORIAK

home!

For those with a list of projects to complete, Marina Seca has every imaginable

trailer does the job within minutes at a cost of \$3-4 per foot. For those who choose to stay in the area for a while — no problem. You can even bring your car or RV and, while you're off sailing, leave your 'wheels' in secured and guarded storage

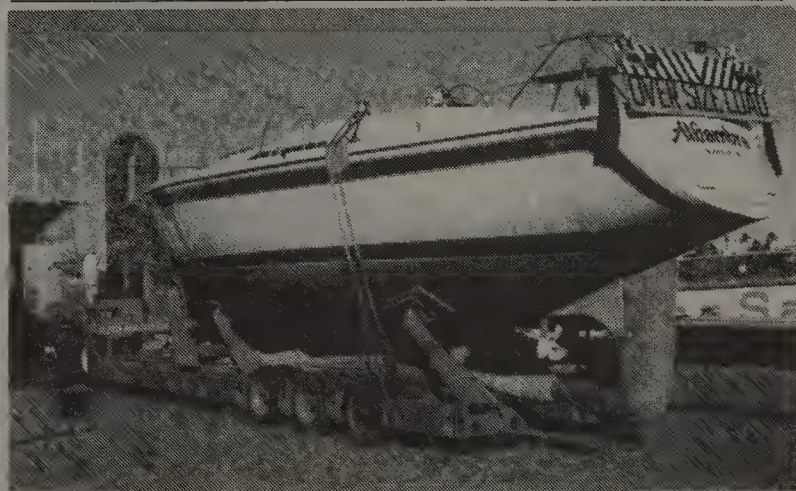
With the cost of dry storing a 40-ft sailboat the same as berthing a Cal 20 in the Bay Area, it's cheaper than staying at home.

service, from Awlgrip paint jobs to welding; sandblasting to blister repair. When sailors are ready to launch their boats and head south, a fully-adjustable hydraulic

for less than \$1.50 a day.

One of the latest innovations for this fast-growing business has to do with people headed to and from the States:

Above, Jesus Salas (center, with dark cap) and his crew make things happen at Marina Seca.

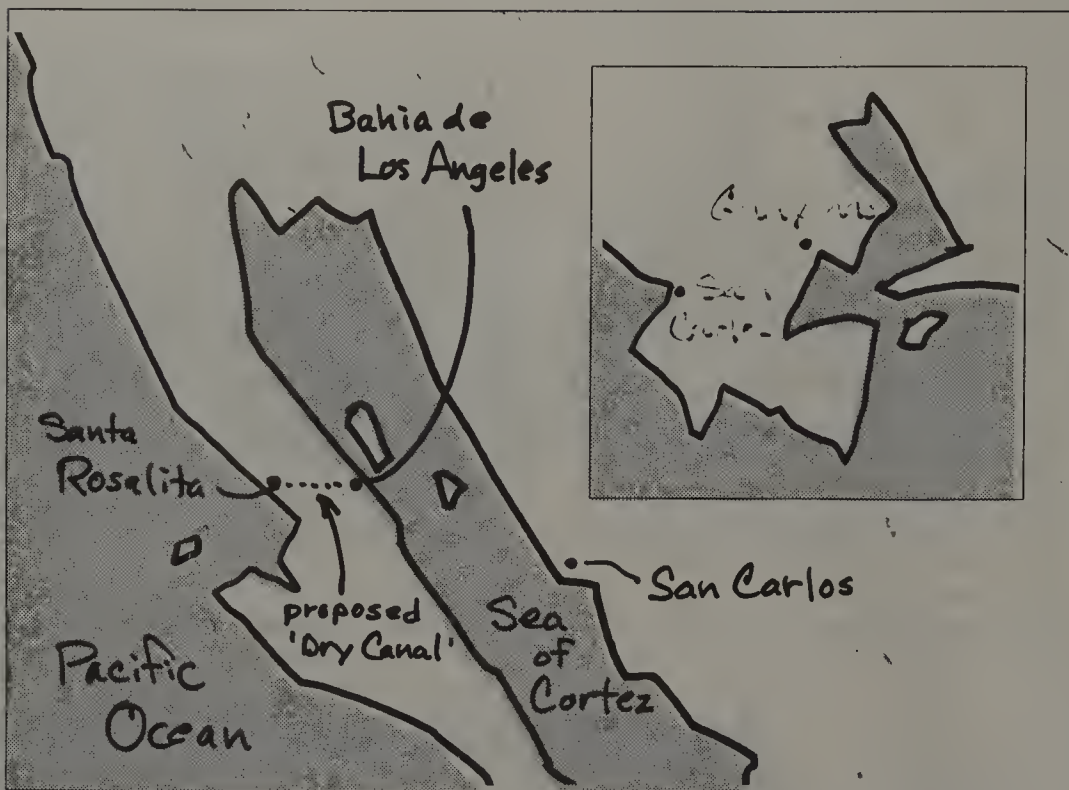


Above, the Irwin 44 'Alhambra' arrives from Michigan on one of the boatyard's special hydraulic trailers.

overland boat transport.

Of all Marina Seca's services, this may prove to be the best deal of all. After hurdling several legal barriers involving transport between the U.S. and Mexico, the marina set up a staging and transfer yard in Tucson. With a crane standing by, a typical southbound vessel arrives by a U.S.-based shipper. This is arranged and paid for by the boat owner. The vessel is then transferred to Marina Seca's truck for the remaining leg across the border and into San Carlos. For boats shipped from San Carlos to the U.S., the process is reversed. The cost for this leg of the trip is roughly equivalent to shipping a boat from Los Angeles to San Francisco — about \$1,600 — and includes a pilot car, and all permits and paperwork. The Marina Seca staff also assist boatowners with de-rigging and other preparations for transport. Although owners are responsible for securing their own insurance, Jesus says that, so far, his staff has

MARINA SECA



shipped over 70 boats with no problems.

Future plans are just as exciting. Marina Seca is now working hard on establishing a cross-Baja route. They hope soon

to start hauling boats from Bahia de Los Angeles on the Sea of Cortez to Santa Rosalita (just below Ensenada) on the Pacific side. This so-called 'dry canal' will

serve much the same purpose for Mexican cruisers as the Panama Canal does for world cruisers: eliminate having to round the Cape (in this case, Cabo San Lucas) and shorten that long beat home. Cost for the service will be around \$1,000.

In normal years, the two busiest times for Marina Seca have been the end of cruising season in May, and the beginning in October/November. However, this winter has been far from normal. With concern over El Niño, the yard has been busy all season with boats either going into dry storage early or being shipped home early. With the addition of the regular 'rush' starting as you read this, the place should really be buzzing in the next couple of months.

For the many cruisers who return year after year, coming back to Marina Seca is like coming home. For those yet to arrive, they'll find the town charming, the people friendly and the yard one of the most efficient they'll find anywhere. And if the boatyard looks full, don't worry. They can always find room for one more. Just ask for Jesus.

— john skoriak



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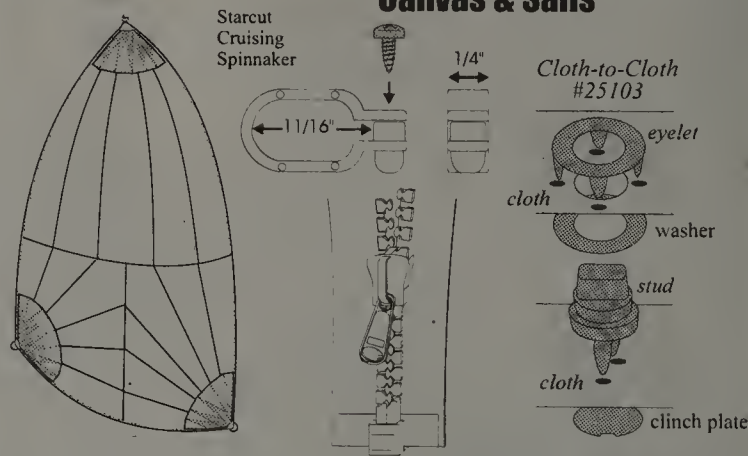
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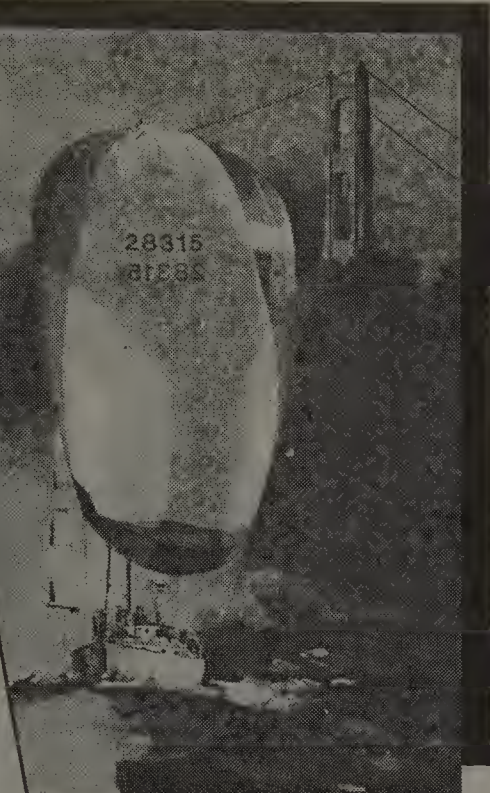
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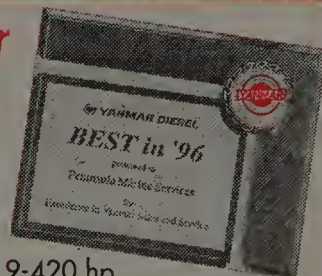
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With reports this month on **The Benefits of Advanced Travel Research**, a novel approach to **Bareboating in Tahiti**, and miscellaneous **Charter Notes**.

Enjoyable Homework? — What a Concept

In these crazy times, many extremely busy people find they don't get around to doing their homework about a place they're about to visit, until they're actually jetting toward it. We've found ourselves in this predicament and are the first to admit this is a bad habit that should be avoided. By waiting until the last minute you undoubtedly limit the amount of info you can absorb, and also cheat yourself out of the pleasure and excitement that's a byproduct of learning new travel facts and perusing beautiful photographs.

Take Tahiti, for example, the focus of *World of Chartering* this month. As we discussed in these pages last year, the islands of French Polynesia — which include Tahiti, the Tuamotus and the Marquesas — were settled in the 1st Century A.D. by skilled mariners who presumably paddled all the way from Indonesia — hundreds of miles to windward — in double-hulled canoes. Historians tell us they had evolved a well-developed society with complex religious and social structures as well as high standards of craftsmanship, at a time when nomadic

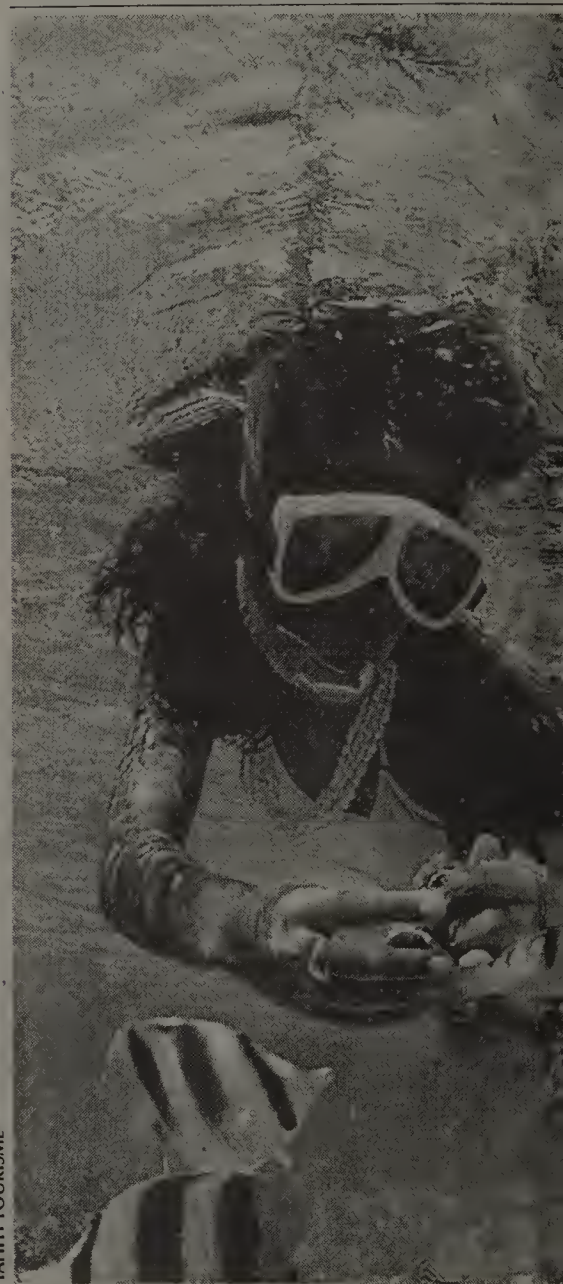
The only bummer of waking up in a dreamy Tahitian anchorage like this one is the realization that you can't stay forever.

is so much more worth learning. Unlike most of the odious research we were forced to do in school, you'll probably find that unearthing historical and cultural facts, maps and photos of your destination will actually be fun — and infinitely more interesting than watching the evening news or a ho-hum sitcom. For example, check out the following nuggets of travel trivia:

- French Polynesia comprises 115 islands that are spread out over 1.5 million square miles of ocean.
- It is often cheaper to fly to Tahiti than to the Eastern Caribbean.
- Tipping is never required or expected.
- There are more hotel beds in one large Las Vegas hotel than in all the hotels in the Tahitian islands combined (3,100 beds in 40 hotels).
- The boxes perched outside of many Tahitian homes are not for mail, but for freshly-baked French bread, which is delivered twice daily.
- It's customary to wear a fragrant *tiare* flower behind your ear — on the left if you are 'taken' or on the right if you are 'available'.
- There are no poisonous snakes or insects in French Polynesia.
- The Hawaiian Islands see more tourists in 10 days than the Tahitian Islands see all year.

Now wasn't that fun? And there are volumes more of interesting info out there that can greatly increase your understanding of Polynesian culture, while helping you to optimize your time spent ashore.

Read about the Paul Gauguin Art Museum in Papeete; the public *Marché*, where you'll find the best bargains on everything from fresh fruits to *pareus*; find out where the most spectacular waterfalls are and how to reach them; read about Raiatea's sacred history and visit its re-



TAHITI TOURISME

stored *maraes* (temples); and learn about the shark feeding excursions within the Bora Bora lagoon. Hey, homework was never this fun.

In addition to your public library, check out the following resources to begin your 'voluntary homework':

Brochures and general info: Tahiti Tourisme office: 300 Continental, Suite 180, El Segundo, CA 90245; ph: (310) 414-8484; fax: (310) 414-8490.

Travel Guides: The South Pacific Hand-



tribes were still wandering around Europe without a clue.

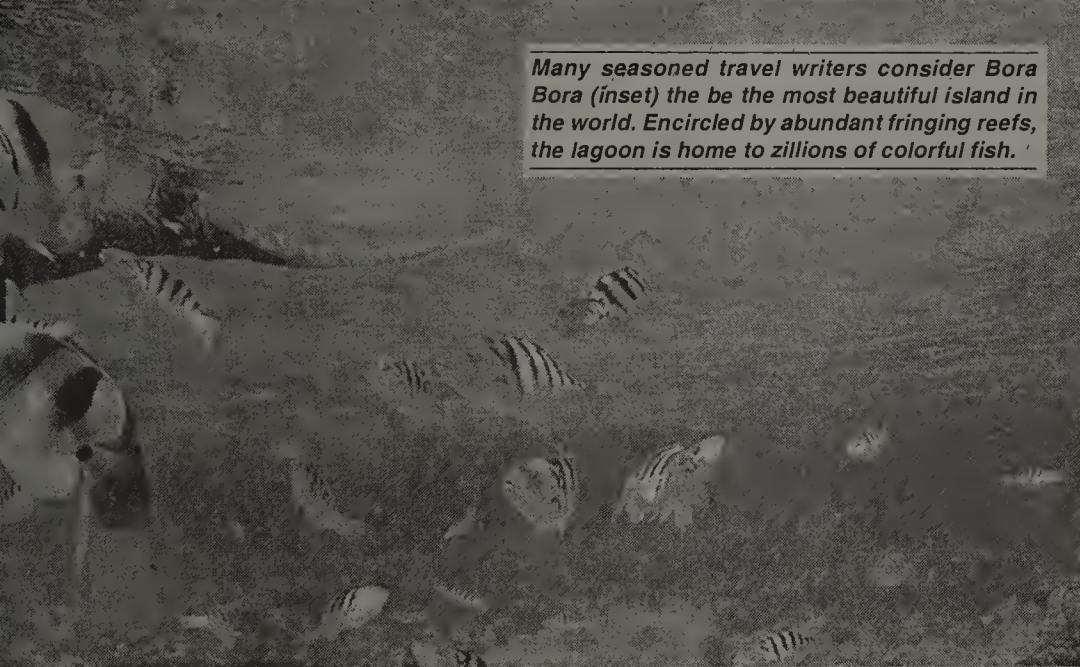
Most tropical pipedreamers know that much about French Polynesia, but there

thing from fresh fruits to *pareus*; find out where the most spectacular waterfalls are and how to reach them; read about Raiatea's sacred history and visit its re-

OF CHARTERING



Many seasoned travel writers consider Bora Bora (inset) the be the most beautiful island in the world. Encircled by abundant fringing reefs, the lagoon is home to zillions of colorful fish.



book by David Stanley; Moon Publications, P.O. Box 3040, Chico CA 95927-3040. *Tahiti and French Polynesia*, by Tony Wheeler and Jean-Bernard Carillet, Lonely Planet Publications, 155 Filbert St., Suite 251, Oakland, CA 94607.

Cruising Guide: Tahiti and the French Society Islands, by Marcia Davock, Wescott Cove Publishing, P.O. Box 130, Stamford, CT 06904.

Bareboat information: The Moorings (800) 535-7289; Sun Yacht Charters (in

cooperation with Stardust Yachting), (800) 772-3500; Tahiti Yacht Charters (800) 404-1010.

Happy hunting.

— latitude/aet

French Polynesia Wing and Wing

French Polynesia has got to be the best kept secret in the world of bareboat chartering. In fact, we think it's so enticing that we recently completed our second trip there in three years. Like building that second house, we thought we could profit from our past experience and design the

perfect trip.

Let me start, though, by clarifying that Tahiti is *not* for first time chartering; it's *not* cheap; it's no longer remote; and it's *not* an English-speaking country. But it is a fabulous charter destination — probably the most beautiful in the world.

While discussing the possibility of a return trip through the 'Iles Sous Le Vent' (Tahiti's Leeward Islands), we were reminded that on our first cruise the guys loved the ocean passages and the women got deathly ill. Fortunately, we found a creative solution in that each of the islands clustered around Raiatea has an airstrip, and the local inter-island carrier, Air Tahiti, offers a discounted pass that allows one stop at each island. So we developed a plan whereby Marc and I would sail the open-water passages between islands while Judith and Kathy took 10-minute hops via Air Tahiti.

This also hints at the essential perfection of this cruising ground. Raiatea is a high island with a barrier reef that's so big that Tahaa, a mile away, is also encircled by it. Now picture that. Beautiful, lush, tropical, palm-festooned islands with flat water around them and south to northeast trade winds blowing 15 to 30 knots.

You could spend your whole vacation here, skimming around both islands and visiting the many motu islets on the barrier reef, eating at some very excellent

Despite 150 years of French influence, Tahitians still maintain their own cultural identity. Their lifestyles are inextricably entwined with the sea.



restaurants and diving and snorkeling in some exceptional places. But you would miss the other features that make the Leewards a tropical sailor's paradise. Just

TAHITI TOURISME

TAHITI TOURISME

25 miles on either side of Raiatea are Bora Bora (to the west) and Huahine (to the east) — each a six-hour sail in the warm, open ocean. Both are also high islands with big stretches of flat water to savor within the lagoons of their barrier reefs.

Last time we were on board for 10 days and loved it, so we figured that two weeks wouldn't get monotonous. We called Judy Durant at Club Nautique who booked our yacht through The Moorings. Judy was great! She checked out every possible discount we might be eligible for and really surprised us with how much we got off the sticker price.

This was our fifth charter in the tropics and we've found that we like to try as much of the local food as we can. Raiatea has good facilities for self provisioning, and we also brought along two big plastic tubs full of sailing gear and favorite food items. Partial provisioning through The Moorings is another option — and it's no more expensive than the stores. In our opinion, the staff and the marina at Apooti, Raiatea, make it the best Moorings base we've visited — although the others were good too.

We took practically no clothes, but enough sailing/diving gear to fill two carry-on bags each in addition to the tubs.

Remember when milkmen used to deliver fresh dairy goods right to your door? In the islands bagettes are dropped off twice a day.

TAHITI TOURISME



COURTESY THE MOORINGS



TAHITI TOURISME

excellent shape, the crew was good, and the food was okay. The seven-hour flight had us arriving at 4 a.m., fairly well rested after a concerted effort to sleep the whole way. After customs it was a short wait for our 7 a.m. island-hopper to Raiatea. The only thing more beautiful than cruising these islands is flying over them.

After checking into our traditional beachfront bungalow, we rented a car for sightseeing that afternoon and shopping in the morning. The market starts at 5 a.m. on Sunday so everyone has time to shop, attend church, and prepare big dinners in the afternoon. Despite the wee hours, it's great fun and you get a taste of what a delightful culture you're in. If you ask for just one or two of a particular item, the sellers shake their heads and give it to you free or slip a few extras into your bag. If you buy several things they

add several more, just because they think you should have them. We came away with considerably more provisions than we selected. The market provided all the fresh vegetables and a whole tuna. A visit to the regular grocery stores in Utoroa netted the usual staples.

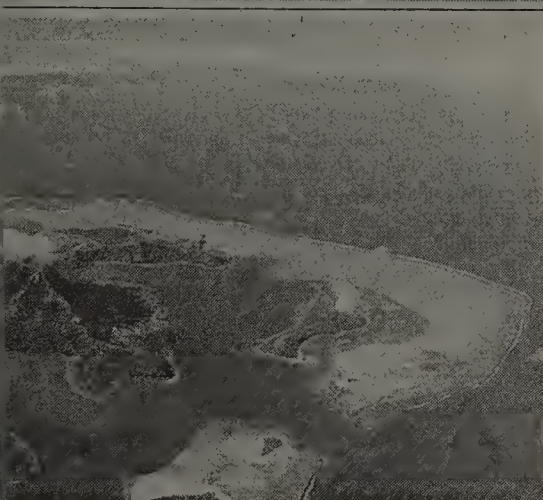
At the Moorings base, we were presented with leis, champagne, a greeting card, a Beneteau 405 in bristol condition and were given a thorough chart briefing. Then we set sail for one of the better snorkeling spots off eastern Tahaa. Throughout the trip we visited many great snorkeling spots, pearl farms, restaurants and even had an excellent dive on the outside of Raiatea's western barrier reef.

The second sailing day we slipped back to the marina to drop off Kathy and Judith for their first inter-island hop. They took along a handheld VHF that made it simple to connect up later. Marc and I took off out the pass through the reef into mod-

This time we flew on Corsair, a French charter airline that flies nonstop from Oakland at very cheap rates. Surprisingly, their 747 was only four years old and in



COURTESY THE MOORINGS



Clockwise from upper left: idyllic waterfalls bolster the image of paradise; while interisland passages can be bouncy, lagoon waters are generally tranquil; the aerial panoramas seen from island-hopper flights are almost too breathtaking to bear; three long-established bareboat firms offer late-model monohulls and catamarans.

TAHITI TOURISME

erate seas and a light breeze, arriving in the afternoon to pick up our wives at Viatape. We anchored off the Bora Bora Hotel where you can have a land-based visit for only \$700 a night. We found the southeast corner of the lagoon to be the best for anchoring and snorkeling. A trip to the Lagoonarium is worthwhile to observe sea critters you don't normally see close up.

After a few days, we dropped Judith and Kathy off at Viatape to catch the airport launch. They were heading for Maupiti. As is sometimes the case, we couldn't get in the narrow southern pass, as eight-foot swells were breaking all the way across it. So we had to head back to Raiatea and pick up the ladies that evening. Despite the round trip, everyone was happy: the ladies had an enjoyable day on Maupiti — a pristine, quiet island with little tourist development — and the guys had a fun day tacking into the swells

and 25 knots of wind.

Tahaa offers the best sailing, having a wide, largely unobstructed lagoon. We spent the first night off the Hibiscus Restaurant and were lucky enough to be there on Saturday when they have a Polynesian feast, a band, and a show. The Tahitian food was excellent.

The next day turned into a lay day. It was raining with a strong wind that eventually clocked around 180 degrees. Then we visited Vahine Resort, another elegant spot on one of the motus, and sailed on to Tahaa's capital, Patio, where preparations were well under way for the fete month of July which includes the celebration of Bastille Day.

The following day we again dropped our 'high roaders' off at the marina and Marc and I took off for Huahine. Sailing close hauled, we made eight knots under a double reefed main in 30+ knots of freshening southerly trades (*maraamu*). We fetched the harbor at Fare in one tack, found the ladies, and anchored off the Hana Iti Resort — the expensive places naturally have the best locations. We had fun exploring in the dink and snorkeling before a 'formal' lunch ashore. If you can afford to blow huge amounts of cash on individually-designed bungalows that are scattered about the hillside, this place would definitely be our recommendation.

At the far end of the lagoon, we spent the next day tip-toeing between coral

Staying in an over-the-water bungalow is about as romantic as it gets, but a bareboat can take you to secluded spots only reachable by boat.



TAHITI TOURISME

heads off Relais Mahana, swimming, hiking, eating and all the other rigors of the tropics. The next day we reluctantly re-

turned to Fare, dropped off our Papeete-bound *vahines* and headed back to Raiatea on a smooth broad reach in 20 knots of wind and four foot seas.

Although Marc and Judith flew back to Papeete for their last night, Kathy and I had decided to see some of the Tuamotous, the northern island group of atolls. There, I did the most awesome — and perhaps dangerous — dives ever. As advertised, there was 100-foot clarity, literally hundreds of sharks and garage door-sized manta rays.

We were very happy with our fly/sail innovation, but there are a variety of ways to 'do' the Society Islands. The physical attributes of this area provide exceptional opportunities for fine tropical cruising and the people are very warm and genuine. Take note, however, that since the French are currently withdrawing some of their financial support to the islands, Polynesians are hoping to substantially increase the annual number of land-based and cruise ship vacationers. So we suggest you sail in Tahiti now before the millions of tourists who annually swarm Hawaii find out about French Polynesia!

— *steve truax*

Charter Notes

While we're on the subject of **Tahiti bareboating**, we should mention an alternative to the typical Raiatea to Raiatea loop which most charterers enjoy. Since **Tahiti Yacht Charters** has bases in both **Papeete** (on the island of Tahiti) and **Raiatea**, many of their charter clients opt

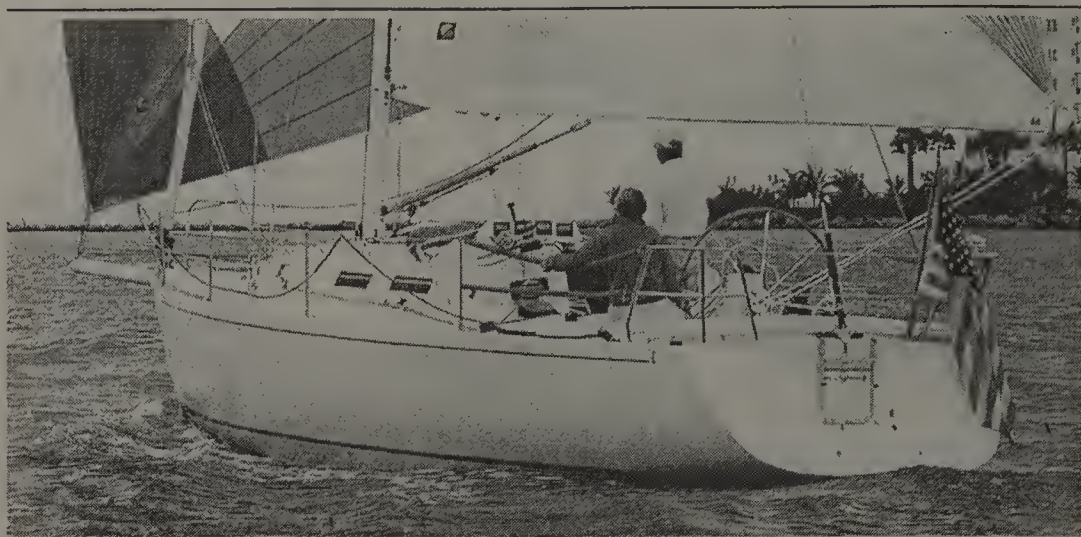
to do a one-way charter from Papeete, where the airport is located, to nearby **Moorea**, then make the 100-mile overnight passage to Huahine in the Leeward Islands group. It's a substantial patch of

WORLD OF CHARTERING

open water, although it is off the wind and can potentially be a glorious crossing for experienced sailors — an ideal catamaran trip, if you are so inclined. Allow two weeks for this expanded itinerary. Be aware also, that all three bareboat operators in French Polynesia — **The Moorings**, **Sun Yacht Charters** and **Tahiti Yacht Charters** — experience heavy bookings 3-6 months in advance, so book your summer charter *yesterday*.

This month in the **Caribbean**, local sailors are gearing up for their spring regatta season. In the coming months we plan to bring you reports on **The BVI Spring Regatta**, **Antigua Sailing Week** and the **HIHO** regatta, where charterboats play important roles. While it's almost too late to book a boat for this season, it isn't too early to start planning for next year.

One of the most novel developments in the charter industry of late, is **The Moorings'** acquisition of ten **J/120 bareboats**. Widely recognised as one of the hottest racer/cruisers developed in recent years, the 40-ft J/120s come equipped with asymmetrical spinnakers, retractable carbon bow sprits, and performance sails build by North. While the



J/120s are fast, fun and relatively easy to sail. They'll hit 14k with an asymmetrical spinnaker.

new Js are available for regular weekly charters in the BVI during certain periods, their more significant purpose is for what you might call 'one design' bareboat racing at special **'Race Week' events** organized by The Moorings and the premier Caribbean regattas. Capable of reaching speeds above 14 knots under spinnaker, these charter hot rods will compete in

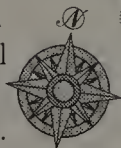
each race of the CORT Series (Caribbean Ocean Racing Triangle) this spring in Puerto Rico, St. Thomas and the BVI, as well as at St. Maarten's Heineken Regatta and Antigua Sailing Week.

Racing instruction through **J World Sailing School** is another part of the J/120 program and crew spots on positioning cruises between Caribbean events are also possible. Call The Moorings for details at (800) 633-7348.

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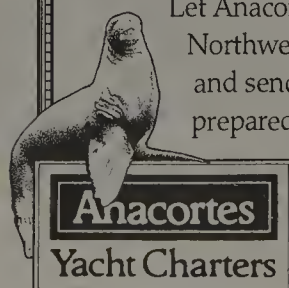
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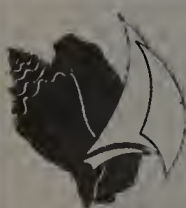
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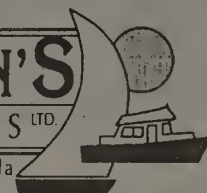
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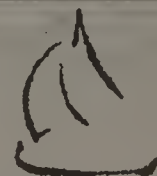
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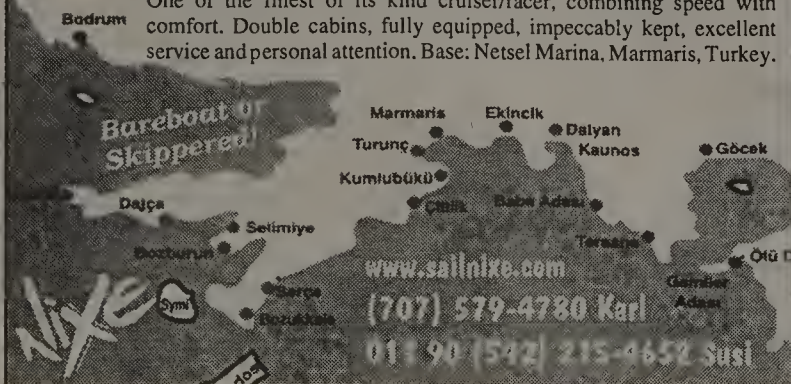
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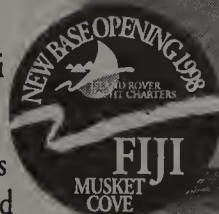
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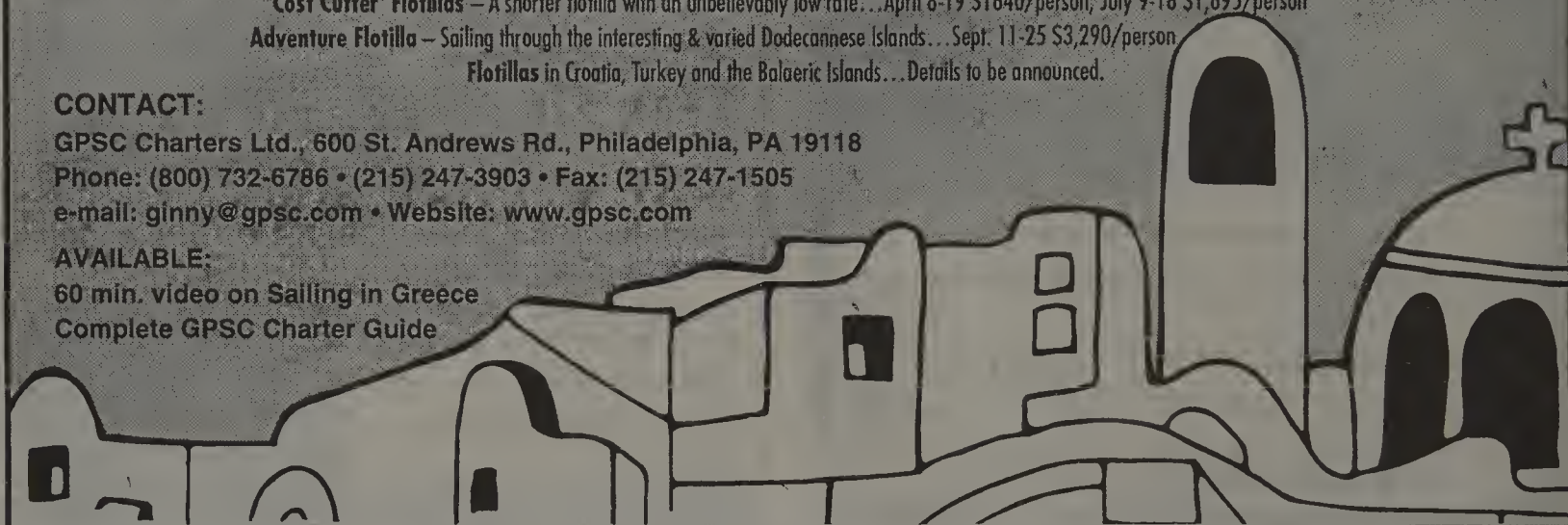
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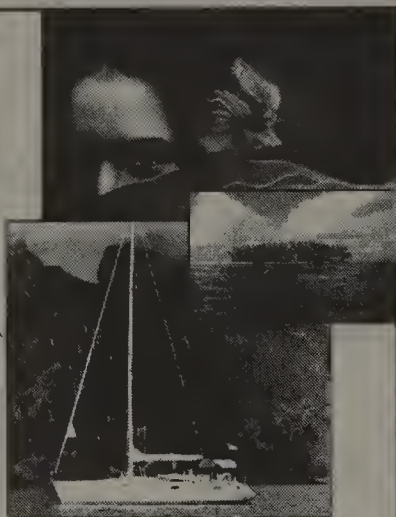
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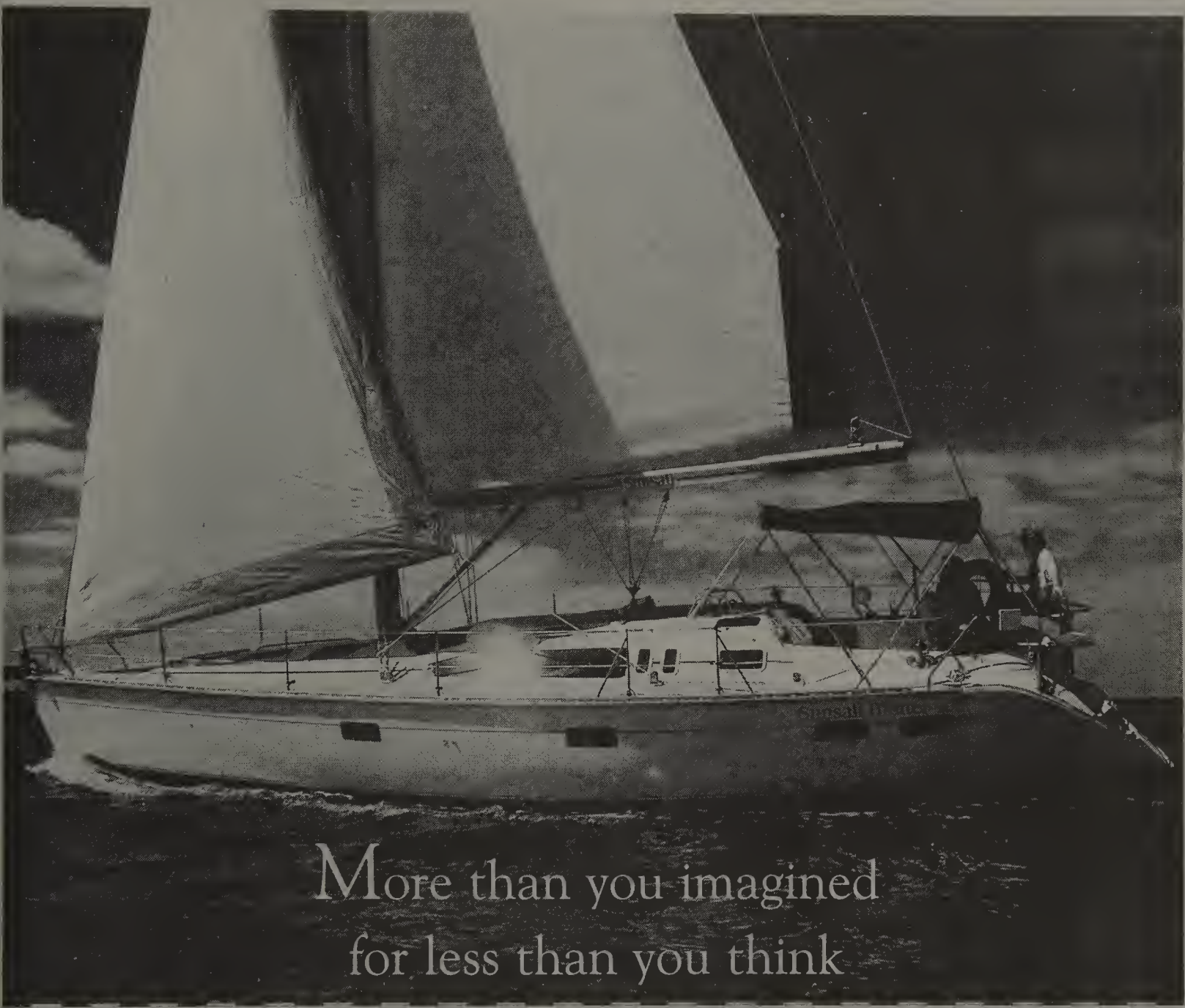
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THE RACING

With reports this month on the latest **Rolex Yachtpersons of the Year**, the **Miami Olympic Classes Regatta** and other Olympic news, the **Three Bridge Fiasco**, seven local **midwinter regattas**, and the usual plethora of **race notes** at the end.

Rolex Winners

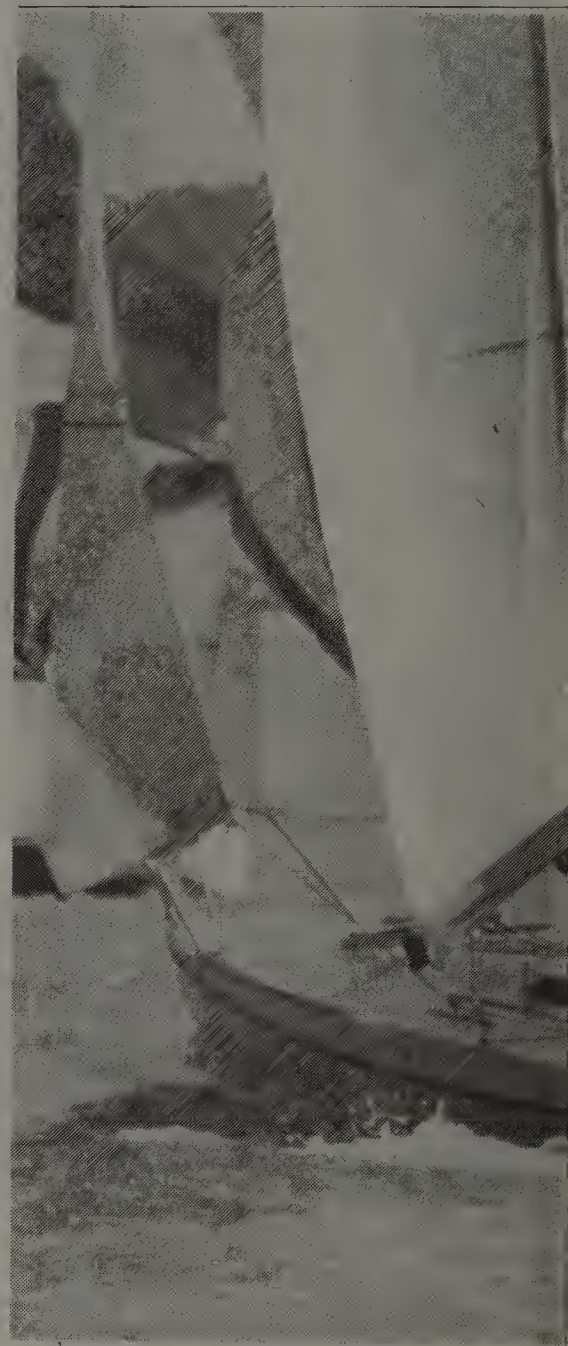
Friday the 13th was anything but unlucky for Chris Larson and JJ Isler, who were named 1997 Rolex Yachtpersons of the Year during a luncheon ceremony that day at the elegant New York YC. Winners of this prestigious honor were selected by editors of various sailing magazines, including this one, based on a 'short list' of four nominees in each category as determined by the US Sailing membership.

Larson, a 31-year-old North Sails rep from Annapolis, edged out fellow North employee Ken Read (who won in '85 and

in the Corel 45 class, J/24s and J/22s, and helped sail *Cheval* to a second in class in the TransPac.

"My goal in '97 was to diversify," noted Larson, a former three-time All-American at the College of Charleston. "In addition to doing well in small-boat, one designs, I set my sights on new classes and doing more offshore racing. I'm very pleased to have met my personal goals and elated to be chosen Rolex Yachtsman of the Year. It's a distinction I've been working to achieve for a decade."

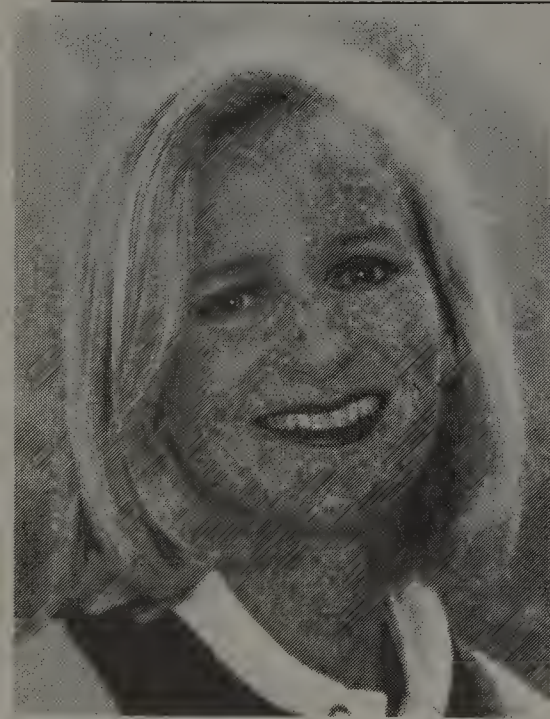
San Diego's JJ Isler, age 34, earned Yachtswoman honors for the third time, completing a hat-trick that started in '86 and '91. Previously more of a dinghy sailor, JJ won the Rolex based on her big-



Hornet, and rounded out her year with some nice showings in the Etchells and C Scow classes.

Isler, a former All-American at Yale and now mother and author (*Sailing for Dummies*), won at the expense of four-time Rolex winner Betsy Alison, '89 winner Jody Swanson and perennial nominee Dawn Riley. "Winning this award tops off knowing I can go and do a competent job on a big boat and consider the organization and leadership of a crew of 13 a fun challenge," she claimed.

Who will win the Steuben crystal trophy and engraved Rolex watches next year? Our trusty Ouija board was indifferent on the women, but loud and clear about the men — Paul Cayard's brilliant Whitbread debut went unrewarded in '97, but will not be overlooked in '98. If we have to get 100 copies of *American Sailor*



BOB GRIESER

1997 Rolex winners JJ Isler and Chris Larson. Both had outstanding years helming big boats.



DANIEL FORSTER

'94), Sobstad's Mark Reynolds and an up-and-coming New England high schooler named Peter Levesque. Larson's claims to fame last year included steering the Mumm 36 *Jameson* to class victories at Key West and the SORC, as well as a second in the Worlds and fifth in the Admiral's Cup. Chris also won regattas

boat accomplishments last year. Her most notable finishes in this male-dominated arena were in 1D-48s — overall Boat of the Week honors in *Windquest* at the '97 Key West Race Week and second in class at the Big Boat Series with *Northland Furniture*. JJ also did well at the helm of the Farr 40 *High Five*, the DynaFlyer 40 *Red*



Lessley; 2) Jam Jam, J/24, unknown; 3) Chorus, Kettenburg 38, Peter English. (7 boats)

KNARR — 1) Nordlys, Joel Kudler. (2 boats)



DIV. V — 1) Crazy Jane, Thunderbird, Doug Carroll; 2) Thea, Folkboat, Tom Reed; 3) Sjalbat, Folkboat, unknown. (8 boats)

BEAR — 1) Circus, Bob Jones. (3 boats)

Miami OCR

The ninth annual Miami Olympic Classes Regatta (OCR), held January 28-31 on Biscayne Bay, packed in 345 top dinghy sailors from 19 countries. All 11 Olympic classes were represented, including the resilient Star — which was officially reinstated in the Sydney 2000 Games midway through the Miami OCR. Co-hosted by the new Olympic Sailing Center and five local yacht clubs, the OCR saw attendance increase threefold from last year.

With the Summer Games now a little over two years away, all the serious US Olympic sailing contenders were at Miami, as this regatta counts heavily in determining which five sailors in each class make the annual US Sailing Team. The top Bay Area finishers were Soling campaigners John Kosteki and Jeff Madrigali, who finished 1-4, and ageless Finn campaigner Russ Silvestri, who slipped to fourth near the end of the regatta. Also in attendance were Europe sailors Lynn Olinger, Samantha Barnes, Eric Mattson and Leslie Osmerá; Star sailors Peter Vessella and Howie Shiebler; Finn sailors Jeff Spugnardi and John Callahan; and Carissa Harris (470) and Alex Mehran (Laser).

"There was good wind the first day, but it got pretty light and crummy after that," noted Madro's middle man Craig Healy. "We didn't have a particularly stellar regatta, but this was just fleet racing, which isn't emphasized in this class anymore. The Trials will be all match racing, which

LATITUDE/ROB

Spread, the Moore 24 'Conococheague' is dwarfed by Harding Rock buoy. Inset, 'Yucca'.

and stuff the damned ballot boxes ourselves, we'll make sure Cayard gets his due next year.

Golden Gate YC Midwinters

Sixty-two boats sailed in the fourth Golden Gate Midwinters on January 31. A shifty southerly kept the fleet guessing as they sailed a 10.8-miler from the clubhouse start to Blackaller, Harding, Blackaller, Harding, Fort Mason and finish. "The beat from Harding up to Blackaller was pretty flukey," noted Conococheague skipper John Collins. "That corner of the Bay is always a challenge, especially that day."

The fifth and final race of the one-throwout series is scheduled for March

7. After four races, Conococheague and Hank Easom's 8-Meter Yucca are tied for the overall best performance award — the so-called Seaweed Soup Perpetual Trophy — with 2,1,1,1 records. May the best boat win!

DIV. I — 1) Raven, N/M 39, Mark Thomas; 2) Major Damage, J/35, Wilson/Perkins; 3) Cha-Ching, BH-41, Scooter Simmons; 4) JackRabbit, N/M 39, The Liggetts. (10 boats)

EXPRESS 37 — 1) Sleeper, Joseph Andreasen; 2) Re-Quest, Glenn Isaacson. (4 boats)

J/105 — 1) Speedwell, Watts/Thayer; 2) Walloping Swede, Tom Kassberg; 3) Jose Cuervo, Sam Hock; 4) Ultimatum, Vince DiLorenzo. (11 boats)

PHRF II — 1) Navigator, Soverel 33, The Melbostads; 2) Yucca, 8-Meter, Hank Easom; 3) Run Wild, Olson 30, Dale Irving. (10 boats)

PHRF III — 1) Conococheague, Moore 24, Collins/Gruver; 2) The Shadow, Mull 30, Peter DeVries; 3) Power Play, J/29, Gordon Smith. (7 boats)

PHRF IV — 1) Freewind, Cal 9.2, Don & Betty



is what you want to get good at."

Speaking of Olympic Trials, the Bay Area has been selected to host six of the classes in the spring of 2000. Dates and venues are still being hashed out, but here is our best guess: Tornados will compete out of Santa Cruz; Europes and Lasers will be hosted by San Francisco YC on Richardson Bay; ditto Solings a month or

so later; Richmond YC will host the Finns on the Southampton course; and the Stars will compete on the Circle with St. Francis YC firing the guns.

Nothing is set in stone yet — except the fact that Bay Area sailors are in for a treat between late March and early May two years from now. The other five classes will have their Trials in the lighter airs of

Florida in the fall of 1999, a decision that isn't sitting too well with some of the 49er class. The actual Olympic Games will be sailed in Sydney Harbor on September 16 through October 1, 2000.

EUROPE — 1) Tine Moberg-Parker, CAN, 8 points; 2) Danielle Brennan, New York City, 18; 3) Rachel Dennis, CAN, 21. (25 boats)



'When We Were Kings' — scenes from the 1982 Big Boat Series, from upper left: 'Wings' chases 'Compass Rose'; the power of 'Kialoa'; the Frers 40 'Flasher'; how many of the 'Clockwork' gang can you recognize?; the 'Great Fun' crew shows off their anti-'Bullfrog' shirts; 'Scarlett' crosses in front of 'Illusion'; and 'Quintessence', we think, running downwind. All photos 'Latitude' archives.

FINN — 1) Larry Lemieux, CAN, 11 points; 2) Richard Clarke, CAN, 14; 3) Darrel Peck, Gresham, OR, 17; 4) Russ Silvestri, San Francisco, 27. (26 boats)

470 (mixed fleet) — 1) Larry Suter/Jon Farrar, Key Biscayne, 19 points; 2) Morgan Reeser/Kevin Burnham, Wilton Manors, FL, 21; 3) Michael & Maurice

Bond, CAN, 33; 4) Harcourt Schutz/Andrew Gaynor, Guilford, CT, 36; 5) Whitney Connor/Elizabeth Kratzig, Noank, CT, 36; 6) Tracey Hayley/Louise Van Voorhis, Coral Gables, FL, 39; 7) JJ Isler/Pease Glaser, La Jolla, 43.2. (29 boats)

49er — 1) Marcos Soares/Fabio Matune, BRA, 10

points; 2) Martin Billoch/Mariano Caputo, ARG, 23; 3) John Dane/Adam Hollerbach, Charleston, SC, 28. (13 boats)

LASER — 1) John Myrdal, New York, NY, 16 points; 2) John Torgerson, Annapolis, 17; 3) Brett Davis, St. Petersburg, FL, 25; 4) Martin Essig, CAN, 30; 5) Brad Funk, Clearwater, FL, 36. (60 boats)

MISTRAL (mixed fleet) — 1) Mike Gebhardt, Ft. Pierce, FL, 7 points; 2) Alain Bolduc, CAN, 11; 3) Kevin Stittle, CAN, 16. . . . 13) Helen Cartwright, UK, 59;

THE RACING

17) Christiana Matosomaia, BRA, 74; 19) Cara Reid, Edison, NJ, 78. (45 boards)

SOLING — 1) John Kostecki/Steve Calder/Carter Perrin, San Diego, 12 points; 2) Tony Rey/Dean Brenner/Tom Burnham, Newport, RI, 12; 3) Bill Abbott/Joanne Abbott/Brað Boston, CAN, 18; 4) Jeff Madrigali/Hartwell Jordan/Craig Healy, Novato, 24. (9 boats)

STAR — 1) Eric Doyle/Brian Terhaar, San Diego, 18 points; 2) Mark Reynolds/Magnus Liljedahl, San Diego, 19; 3) Augie Diaz/Peter Bromby, Miami, 23. (16 boats)

TORNADO — 1) David Sweeney/Kevin Smith, CAN, 20; 2) John Lowell/Charlie Ogletree, New Orleans, 27; 3) Richard Feeny/Brian Doyle, Bristol, RI, 32. (15 boats)

Sausalito YC Midwinters

Just 18 diehard race fanatics braved the elements for Sausalito YC's fourth midwinter race on February 1. "The weather was really questionable," said regatta chairman Ernie Lacey. "Cruisers would have stayed in port and doubled up their lines. Racers are truly a different breed!"

Given the windy conditions, the inner starting mark — Richardson Bay #2 — was used for the first time during the series. After a quick upwind leg to a temporary buoy off the Chart House, the fleet ran down to Knox and then reached back to the starting line. The first three classes did the course twice, while Division IV finished after just one lap.

DIV. I (spinnaker < 174) — 1) **Jose Cuervo**, J/105, Sam Hock; 2) **Maybe**, J/29, Todd Hedin. (4 boats)

DIV. II (spinnaker > 175) — 1) **Challenge**, Islander 28, Peter Schoen; 2) **Dulcenea**, Coronado 27, John Slivka. (5 boats)

DIV. III (non-spinnaker < 198) — 1) **Bacarat**, Peterson 34, Dave Reed; 2) **Roeboat**, Catalina 30, Rod Decker. (5 boats)

DIV. IV (non-spinnaker > 199) — 1) **P-Trap**, Cal 20, Gerry Gorski; 2) **Tackful**, Santana 22, Cathy Stierhoff. (4 boats)

OYC Sunday Brunch Series

"The weather has been surprisingly cooperative for our series so far," noted Brunch Series race official George Gurrola. "We've only had one race cancelled due to high winds and rain, and only needed foulies for one race. The remaining three have been held in flat water and light winds — nice enough sailing, actually."

Oakland YC's low-key Estuary series, held on January 3 and 31, and then two races on February 14, has attracted 46 entries to date. Two boats — Peter Rookard's N/M 30 *Insufferable* and Mike Faber's Catalina 22 *Spridle* — have put together perfect records, no mean feat in the often flukey Estuary conditions. The most competitive class in the regatta, however, has been the Columbia 5.5s, which *Drummer* is leading comfortably at



the moment. Four different 5.5s have scored bullets, an indication of the depth in that class.

The five-race, one-throwout series wraps up on March 1. Cumulative results after four of the five scheduled races follow:

PHRF-A (0-149) — 1) **Insufferable**, N/M 30, The Rookards, 3 points; 2) **New Moon**, Express 27, Carl Schumacher, 8; 3) **Legacy**, Gemini Twin, John & Eric Melder, 20; 4) **Takeoff**, Laser 28, The Byrnes, 24; 5) **Sparky**, Larry Hoffman, Jr., 26. (12 boats)

5.5 METER — 1) **Drummer**, Alan Weaver/Warren Sankey/Adam Sadeg, 7.75 points; 2) **Demi-Onze**, Mike Rettie, 13; 3) **Maverik**, Mike Keller, 15.75. (9 boats)

PHRF-B (150-up) — 1) **Usual Suspects**, Merit 25, Steve Zevanove, 7.75 points; 2) **CK Porter**, Merit 25, Cindy Surdez, 10.25; 3) **Snow Goose**, Santana 30, Ted Mattson, 19; 4) **Tailchaser**, Moore 24, Emily Hogin, 19; 5) **Lelo Too**, Tartan 30, Emile Carles, 23. (13 boats)

NON-SPINNAKER — 1) **Spridle**, Catalina 22, Mike Faber, 3 points; 2) **Me Me**, Newport 30, Norm Guest, 11; 3) **Sandman**, Beneteau 305, Chris Noe, 18. (7 boats)

'Arch Angel' (left), the only boat in the BYC/MYCO Midwinters to win both days, being chased by the Wilderness 30 'Rascal'.

Three Bridge Fiasco

The SSS Three Bridge Fiasco, held back on January 24, is ancient history now so we won't bore you with too many details. After everything was finally sorted out, Kame Richards and crew Bart Hackworth were the doublehanded and overall winners with the Antrim 27 *Owslarah*. Dave Littlejohn topped the singlehanders with *Dreamtime*, his trusty Olson 911-S. Both winners are members of Richmond YC, as were a disproportionate share of the other trophy winners.

The stats of the light-air race were 215 entries, 194 starters and 63 finishers. "It was the usual mayhem, and then some," noted SSS Commodore Paul Miller.

SINGLEHANDED:

DIV. I (multihull) — no starters.

DIV. II (129 & under) — 1) **Mirage**, Express 27,



LATITUDE/JR

Rocket, Ben Haket; 3) **Dulcinea**, Coronado 27, John Slivka; 4) **Noble Prize**, Newport 30 Mk. II, Noble Griswold; 5) **Pappy**, Wilderness 21, Daniel Haynes; 6) **Chaos**, Ranger 23, Tim Stapleton; 7) **Shazam!**, Santana 22, Bud Sandkulla. (28 boats)

DIV. V (non-spinnaker) — 18 boats, no finishers.
EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton. (8 boats, no other finishers)

MOORE 24 — 1) **Fatuity**, Dave Hodges; 2) **Half Off**, Andrew Hall; 3) **Great Pumpkin**, Jim Maloney; 4) **Free Fall**, Fred Cox; 5) **Nobody's Girl**, Sydnie Moore; 6) **Snafu-U**, Mark Berryman; 7) **Minnow**, Randy Lakos. (25 boats)

OVERALL — 1) **Owslarah**; 2) **Fatuity**; 3) **Predator**; 4) **Half Off**; 5) **Great Pumpkin**.

Corinthian Midwinters

The second and final weekend of the Corinthian YC Midwinters was sailed on the schizophrenic weekend of February 21-22. The series' lucky streak came to an abrupt end on Saturday, when the racing was called off due to high winds — a conclusion that the Encinal YC race committee reached simultaneously for their concurrent Jack Frost Series. On Sunday, 103 boats out of the 151 entries in the CYC event zipped around a short lap on the Marin side of the Bay, thus completing a three-race, no-throw-out series.

Though the racing part of the weekend was a bit shaky, the shoreside festivities were rumored to be fun. Highlights included free beer on Saturday afternoon (courtesy of Crawford Brewing Company, who run the hot new brew pub up in Nevada City), a well-attended dance party

Faire. Pier 23 Cafe and Conococheague. Tiburon YC members Hans and Susan Bigall, sailing their new-to-them J/29 5150 (ex-*Black Lace*) in the new 30-Footer division, won the subjective 'Best Performance' trophy, while Steve Etheridge and the crew of the J/24 *Sockeye* won the inaugural 'Best Performance by a Corinthian YC Member' trophy.

PHRF I (0-84) — 1) **Raven**, N/M 39, Mark Thomas, 4.75 points; 2) **Expeditious**, Express 37, Bartz Schneider, 8.75; 3) **Cha Ching**, BH-41, Scooter Simmons, 11; 4) **Speedwell**, J/105, Thayer/Watts, 11.75; 5) **Azzura**, Azzura 310, Jonsson/Svendsen, 16. (12 boats)

11: METRES — 1) **Pier 23 Cafe**, Hogan Beatie, 6.75 points; 2) **Structured Fun**, Mike Ratiani, 7.75. (7 boats)

PHRF II (85-130) — 1) **Mischief**, Soverel 33, Bill Moore, 6.75 points; 2) **Savoir Faire**, Beneteau 42, Dale Williams, 9; 3) **Desperado**, Express 27, Mike Bruzzzone, 9.75; 4) **Navigator**, Soverel 33, R. & B. Melbostad, 11.75; 5) **Incubus**, Melges 24, David Wadbrook, 18. (17 boats)

30-FOOTERS — 1) **5150**, J/29, Hans Bigall, 2.25 points; 2) **Moonshadow**, Wylie 31, Wayne & Stan Behrens, 9; 3) **Ixxis**, Olson 911-S, Ed Durbin, 10. (10 boats)

PHRF III (131-156) — 1) **Derf**, Soling, Pete Rowland, 2.25 points; 2) **Mintaka**, C&C 36, Gerry Brown, 9; 3) **Jammin' Too**, Catalina 34, Michael Lamb, 15; 4) **Bloodvessel**, B-25, Margaret Gokey, 15. (12 boats)

MOORE 24 — 1) **Conococheague**, Collins/Gruver, 4.5 points; 2) **Mercedes**, Joel Verutti, 6.75; 3) **Gruntled**, Simon Winer, 11; 4) **Umpqua**, JP Plumley,

Terry Cobb. (10 boats, all others DNF).

DIV. III (130-168) — 1) **Dreamtime**, Olson 911-SE, Dave Littlejohn. (11 boats, all others DNF).

DIV. IV (169 & above) — 1) **Chelonia**, Yankee 30, Ed Ruszel; 2) **Crossing the Rubicon**, Cal 27, Rod Percival; 3) **Emerald**, Yankee 30, Peter Jones. (8 boats)

DIV. V (non-spinnaker) — 9 boats, no finishers.

OVERALL — 1) **Dreamtime**; 2) **Mirage**; 3) **Chelonia**.

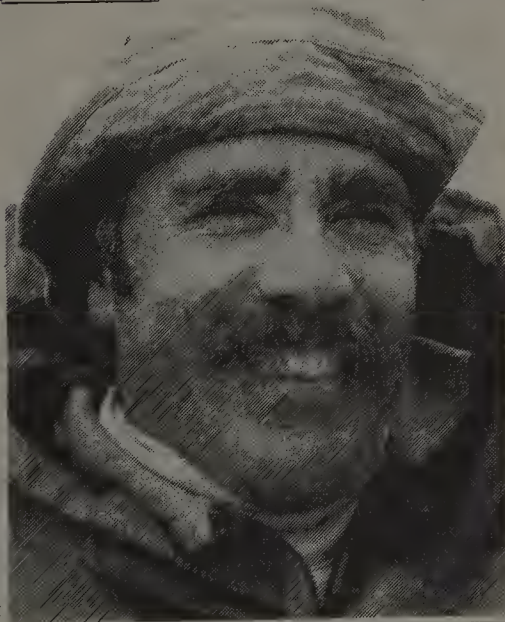
DOUBLEHANDED:

DIV. I (multihull) — 8 boats, no finishers.

DIV. II (129 & under) — 1) **Owslarah**, Antrim 27, Kame Richards/Bart Hackworth; 2) **Abracadabra II**, Antrim 27, Tom Montoya; 3) **Roxanne**, Wylie 60, Tom Petty; 4) **Family Hour**, Olson 30, Jim Bilafer; 5) **Redux**, Olson 911-S, Nick Barnhill; 6) **Harp**, Catalina 38, Mike Mannix; 7) **Kwazy**, Wabbit, Colin Moore. (21 boats)

DIV. III (130-168) — 1) **Predator**, Hawkfarm, Vaughn Seifers; 2) **Alchemy**, Olson 25, Joe Kitterman; 3) **Moonchild**, Olson 25, Tim Kelbert; 4) **Summertime**, Moore 24 prototype, Dennis Bassano; 5) **Chesapeake**, Merit 25, Jim Fair; 6) **Three Ring Circus**, Olson 25, Dave McMurtry; 7) **Twilight Zone**, Merit 25, Paul Kamen. (26 boats)

DIV. IV (169 & above) — 1) **Current Asset**, Islander 30 Mk. II, John Bowen; 2) **Strait Jacket**, Pocket



LATITUDE/ROB

featuring the James Cotton Blues Band, and a Sunday morning "New Rules" seminar by Seadon Wijsen of Quantum Sails.

Winners of the classy silverplate bowls follow. The top team award went to 'The Frantics' from the St. Francis YC — *Savoir*



LATITUDE/ROB

Left, overall *Fiasco* winner Kame Richards. Above, Hans and Susie Bigall, winners of the CYC Midwinters Best Performance Trophy.

15. (11 boats)

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber, 5.5 points; 2) **Three Ring Circus**, Dave McMurtry, 5.75; 3) **Hamburger Haus**, Jens Jensen, 10; 4) **Baleineau**, Charles Brochard, 14. (10 boats)

PHRF IV (157-181) — 1) **Sockeye**, J/24, Etheridge/Holsher, 5.5 points; 2) **Twilight Zone**, Merit

THE RACING



25, Paul Kamen, 8.75; 3) **Talisman Banana**, J/22, Gary Albright, 10; 4) **Laura Louise**, J/24, Mike Eagan, 13; 5) **Fast Freight**, Newport 30, Bob Harford, 22. (16 boats)

PHRF V (182-up) — 1) **Dulcenea**, Coronado 27, John Slivka, 3.5 points; 2) **Tutto Benne**, Ranger 23, Mike Warren, 9; 3) **Amante**, Rhodes 19, Kirk Smith, 10. (11 boats)

KNARR — 1) **Huldra**, Jim Skaar, 8.75; 2) **Gannet**, Bob Thalman, 9.5; 3) **Whistler**, Bill Lawhorn, 10. (8 boats)

NON-SPINNAKER I (0-165) — 1) **Smogen III**, Custom 36, Julie Le Vicki, 2.25 points; 2) **Stormrider**, Aphrodite 101, Don McCrea, 10. (6 boats)

NON-SPINNAKER II (166-up) — 1) **Roeboat**, Catalina 30, Rod Decker, 4.5 points; 2) **Santa Maria**, Santana 22, Chris Giovacchini, 5.75; 3) **Tension II**, Cal 20, John Nooteboom, 11. (8 boats)

SHORTHANDED — 1) **Roadhouse Blues**, Hawkfarm, Torben Bentsen, 2.25 points; 2) **Sabra**, WylieCat 39, Michael Katz, 7. (6 boats)

TEAM COMPETITION — 1) **The Frantics**, St. Francis YC (*Savoir Faire*, *Pier 23 Cafe*, *Conococheague*), 7.496 points; 2) **Spur of the Moment**, San Francisco YC (*Amante*, *Mischief*, *Expeditious*), 7.394 points; 3) **The Questionables**, Corinthian YC (*Tension II*, *Huldra*, *Smogen III*), 6.408; 4) **The Ocean Boys**, OYRA (*Tutto Benne*, *Roadhouse Blues*, *Red Sky*), 6.211; 5) **Home Dome Dogs**, Richmond YC (*Home Dome Dog*, *Talisman Banana*, *Ixxis*), 5.984. (11 teams)

BYC/MYCO Midwinters

The '97-'98 Berkeley/Metropolitan Midwinters are history now, ending anticlimactically in a soggy blowout on the weekend of February 7-8. Saturday's larger race (the 'varsity' midwinters) was called off when the race committee observed gusts over 50 knots... which naturally died down to quite manageable conditions by 11:30. "Still, no one seemed too distressed about staying indoors, dry and warm," claimed race official Bobbi Tosse.

Sunday's race, according to Tosse, "attracted 33 brave or idiotic boatloads (34 if you count the race committee) to race in permanent rain, pervasive and cold." The relatively tiny 'JV' fleet scooted around the usual 8.8-mile course using 'D' as the upwind mark and an inflatable

The new Wylie 77 'Jelik' has the potential to blow away the Pacific Cup elapsed time record — and any other race they're allowed to enter.

at 'H', the leeward mark. Both 'H' and 'G' are now missing on the Circle, which some are starting to call the Berkeley Oblong, the Berkeley Half Circle or worse. YRA, which applies a portion of our dues and entry fees towards maintaining the buoys, is aware of the problem — but nothing seems to be getting done about it.

Trophy winners of the BYC/MYCO series will do battle once more in the Champion of Champions on March 1. After that grand finale, everyone is invited to come to the Berkeley YC at 5 p.m. for the trophy ceremony. Final results follow:

SATURDAY SERIES (3 races):

DIV. A (0-117) — 1) **Arch Angel**, Antrim 27, Bryce Griffith, 6.75 points; 2) **Absolute 88**, Wylie 37, Keith MacBeth, 7.75; 3) **Advantage II**, J/29, Pat Benedict, 8.75. (10 boats)

30-FOOTERS — 1) **Jane Doe**, Olson 911-S, Bob Izmirian, 7.75 points; 2) **Redux**, Olson 911-S, Nick Barnhill, 9; 3) **Ixxis**, Olson 911-S, Ed Durbin, 9. (9 boats)

DIV. B (120-180) — 1) **Twilight Zone**, Merit 25, Paul Kamen, 10 points; 2) **Chesapeake**, Merit 25, Jim Fair, 13; 3) **Zilla**, B-25, Brent Draney, 13.75; 4) **El Gavilan**, Hawkfarm, Nick Nash, 14.75; 5) **Bloodvesel**, B-25, Margaret Gokey, 16. (15 boats)

DIV. C (183-204) — 1) **Latin Lass**, Catalina 27, Bill Chapman, 3.5 points; 2) **Too Cool**, Capri 22, Bill Dalton, 7.75; 3) **Freyja**, Catalina 27, Frank Van Kirk, 12. (9 boats)

DIV. D (207-up) — 1) **Madman X H20**, Santana 20, Steve Katzman, 4.75 points; 2) **London Calling**, Santana 22, Meg Dwyer, 6.75; 3) **Jubilee**, Ariel, Don Morrison, 10. (8 boats)

MELGES 24 — 1) **Sabotage**, Jeff Thorpe, 3.5 points; 2) **Sea Monster**, John Oldham, 6.75; 3) **Twist & Shout**, Jessica Lord, 10; 4) **Holy Sheet**, Bob Dreyer, 13; 5) **Mary Don't Surf**, Eastham/Williams, 19. (13 boats)

OLSON 30 — 1) **Zephyros**, Cal Maritime, 2.25 points; 2) **Jack's Back**, Jack Easterday, 12; 3) **Hoot**, Andy Macfie, 14; 4) **Saint Anne**, R. & B. Heckman, 15; 5) **Family Hour**, The Bilafers, 16; 6) **Cisco**, Gary Redelberger, 21; 7) **Lurker**, Paul Martson, 24. (18 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton/

Jay Lambiotte, 6.75 points; 2) **Dianne**, Steven Hodges/ Dave Hodges, 9; 3) **Baffett**, Forest Basket/Tom Baffico, 9.75; 4) **New Wave**, Buzz Blackett, 10; 5) **Frog in French**, Kame Richards, 17; 6) **Curses!**, Tim Descamps/Scott Eason, 27.75; 7) **Mirage**, Terry Cobb, 40; 8) **Mad House**, Mike DeVries, 40; 9) **Strega**, Timothy DePolo, 40; 10) **Bessie Jay**, Brad Whitaker, 41. (29 boats)

MOORE 24 — 1) **Freeflight**, Pat Mitchell, 5.75 points; 2) **Hot Rod Lincoln**, Charles Witcher, 8.75; 3) **Gruntled**, Simon Winer, 8.75. (8 boats)

OLSON 25 — 1) **Barking Dog**, Jeffrey Kroeber, 4.5 points; 2) **Picante**, P. Chan/F. Heil, 6.75. (5 boats)

J/24 — 1) **Escalation**, Sellers/Weintraut, 4.5 points; 2) **Casual Contact**, Don Oliver, 11.75; 3) **Frogrips**, Richard Stockdale, 15; 4) **Da Treader**, Bob Bailey, 15; 5) **Psychone**, S. Pickel/J. Zervos, 21; 6) **Evolution**, Dennis Holt, 22. (15 boats)

NEWPORT 30 — 1) **Topgallant**, Frank Hinman, 3.5 points; 2) **Hot Chocolate**, Don Oliver, 6.75; 3) **Fast Freight**, Bob Harford, 12. (10 boats)

CAL 29 — 1) **Dona Mia**, Dennis Andrews, 6.75 points; 2) **Argonaut**, Jim Garvine, 8; 3) **Serendipity**, Tom Bruce, 20. (7 boats)

SUNDAY SERIES (4 races):

DIV. I (0-129) — 1) **Arch Angel**, Antrim 27, Bryce Griffith, 9.5 points; 2) **Abracadabra II**, Antrim 27, Dennis Surtees, 12; 3) **Team Tahoe**, J/29, Richard Stout, 14.75. (6 boats)

DIV. II (132-168) — 1) **El Gavilan**, Hawkfarm, Nick Nash, 5.25 points; 2) **Zilla**, B-25, Brent Draney, 9.75; 3) **Freeflight**, Moore 24, Pat Mitchell, 18; 4) **Chesapeake**, Merit 25, Jim Fair, 25; 5) **Twoirrational**, T. Chargin/B. Burles, 29; 6) **Psychone**, Moore 24, S. Pickel/J. Zervos, 31; 7) **Gruntled**, Moore 24, Simon Winer, 33. (19 boats)

DIV. III (171-up) — 1) **Temptation**, Cal 2-27, Rollye Wiskerson, 6.5 points; 2) **Latin Lass**, Catalina 27, Bill Chapman, 10; 3) **Antares**, Islander 30 Mk. II, Larry Telford, 10.5. (8 boats)

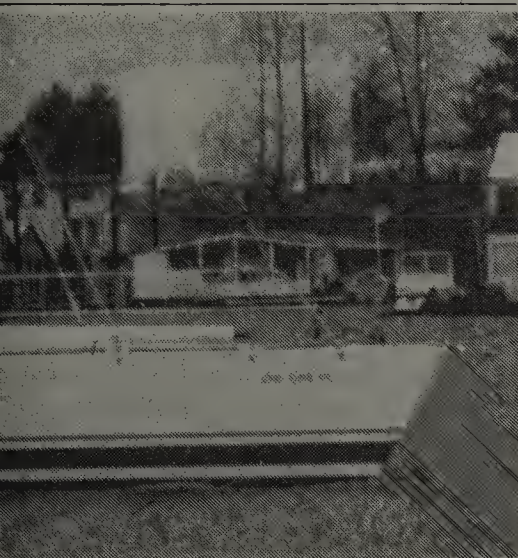
OLSON 30 — 1) **Run Wild**, Dale Irving, 8.5 points; 2) **Lurker**, Paul Martson, 14; 3) **Corsair**, Paul Imbruglio, 18.75; 4) **Zephyros**, Cal Maritime, 18.75. (12 boats)

EXPRESS 27 — 1) **Dianne**, Steven Hodges, 6.5 points; 2) **Bobs**, Mike Hearn, 11.75; 3) **Salty Hotel**, Mark Halman, 19. (11 boats)

SOLING — 1) **Derf**, Pete Rowland, 3 points. (4 boats)

MELGES 24 — 1) **Smokin'**, Dave Oliver, 7.5 points. (3 boats)

WYLIE WABBIT — 1) **Hare Ball**, Jim Malloy, 4.25 points; 2) **Tulawemia**, Mark Harpainter, 9.75. (6 boats)



COURTESY SCHOONER CREEK

NON-SPINNAKER — 1) *Spridle*, Catalina 22, Mike Faber, 3 points; 2) *Me Me*, Newport 30, Norm Guest, 11; 3) *Sandman*, Beneteau 305, Chris Noe, 18. (7 boats)

SFYC Fall Series

Forty-nine boats sailed in all or some of San Francisco YC's four-race Fall Series, which ended way back on the week-end before Christmas. The well-run series continues to grow in size and popularity, but was hampered this year by falling too near the holidays.

Bartz Schneider steered his new-to-him Express 37 *Expeditious* to a pair of bullets in Division I on that last week-end, good enough to beat *Blue Chip* on the tiebreaker. Bartz, who was delighted to pick up his first trophy with his new steed, is eagerly awaiting the summer one design season. Meanwhile, John Sutak's Etchells *White Jacket* won the biggest class — the 15-boat PHRF-II division — prompting the predictable grumbles about the sleek 30-footer's PHRF rating of 120.

Final results follow:

DIV. I (100 and below) — 1) *Expeditious*, Express 37, Bartz Schneider, 10 points; 2) *Blue Chip*, Mumm 36, Walt Logan, 10; 3) *Acey Deucy*, J/44, Richard Leute, 11; 4) *Walloping Swede*, J/105, Tom Kassberg, 22; 5) *Razzberries*, Olson 34, Bruce & Lina Nesbit, 27. (10 boats)

DIV. II (101-up) — 1) *White Jacket*, Etchells, John Sutak, 9 points; 2) *Jammin' Too*, Catalina 36, Michael Lamb, 14; 3) *Barking Dog*, Olson 25, Jeffrey Kroeber, 15; 4) *Ruckus*, Newport 30, Paul Von Wiedenfeld, 24; 5) *Dulcinea*, Coronado 27, John Slivka, 25. (15 boats)

11:METRE — 1) *Citibank*, Stoneberg/Dinkel/Sadamori, 8 points; 2) *Mercedes Benz*, John Sweeney, 11; 3) *Extreme*, Atwood/Wijzen, 11; 4) *Rosebud*, Ben Wells, 19. (9 boats)

SHORTHANDED — 1) *20/20*, J/105, Phil Gardner, 5 points; 2) *Conococheague*, Moore 24, John Collins, 11. (5 boats)

NON-SPINNAKER — 1) *Santa Maria*, Santana 22, Chris Giovacchini, 5 points; 2) *Bacarar*, Peterson 34, Dave Reed, 8. (5 boats)

HOBIE 16 — 1) Scott Silverman, 11 points; 2) Mike Montague, 14. (5 boats)

Race Notes

Sale boats of the month: IMS measurer Dick Horn just sold his modified Capo 30 *Screamer* to Encinal YC members Bob and Bonnie Hultman. Bob's daughter Renice will also be a partner in the boat. The new owners, longtime racers who also own an E-Scow, are looking forward to sailing *Screamer* in the new 30-footer class this summer. Horn, meanwhile, is weighing various trailer-sailing options. . . John Gonzales of San Francisco recently bought the Express 37 *Danville Express*, which he has renamed *Spunkster*. John professes to be uninterested in racing, but the class is already trying to change that. . . David McClure, also of San Francisco, recently bought his first boat, the Santana 35 *Mudshark*. He plans to crew on other Tuna 35s this summer to get his racing skills up, and then join the fray in '99. The former owner of *Mudshark*, Dave Fullerton, has put a bulb keel on his latest boat, an Express 37 also named *Mudshark* (ex-Any Sunday). Dave plans to race the modified boat shorthanded, as well as do some cruising.

Rumor has it that the SC 70 *Kathmandu* is in the process of being sold to

sleds, spread out between Santa Cruz (*Mirage*) and San Diego (the original *Cheval*) to compete in the ULDB championship series. Last one out, please turn out the lights.

Meet the new boss: The latest **Steve Rander/Tom Wylie** collaboration, a 77-foot 'all-out' project for a publicity-shy Hong Kong client, recently rolled out of Rander's Schooner Creek Boat Works up in Portland. Named *Jelik* ("resilient" or "self-sufficient", or words to that effect in Chinese), the new boat is a bigger, even cooler version of the Wylie 70 *Rage*, which currently holds the Pacific Cup record of 8 days, 7 hours. The new, narrow water-ballasted rocketship tips the scales at just 23,000 pounds; compared to *Rage*'s 21,500 pounds and the latest turbosleds at around 27,000-28,000 pounds. Built primarily out of red cedar, this design — unlike *Rage*, which was more of a racer/cruiser — is also sheathed in carbon fiber. The 87-foot carbon fiber mast is strong enough to support masthead kites without a standing backstay, basically the same bullet-proof rig that *Rage* employs.

The new boat will sail over to Hong Kong soon, where it will do a few local races before being shipped back here for the start of the **West Marine Pacific Cup**

The 'Barn Door' Box

<u>Year</u>	<u>Entries</u>	<u>Boat</u>	<u>Type</u>	<u>Owner/Skipper</u>	<u>Elapsed Time</u>
THE TRANSPAC					
1979	80	<i>Drifter</i>	Cust. 69	Harry Moloschco	11:18:01:04
1981	74	<i>Merlin</i>	Lee 67	Nick Frazee	08:11:02:31
1983	66	<i>Charley</i>	Holland 67	Nolan Bushnell	09:01:53:48
1985	64	<i>Swiftsure II</i>	N/M 68	Nick & Robert Frazee	10:19:21:47
1987	55	<i>Merlin</i>	Lee 67	Donn Campion	08:12:00:40
1989	49	<i>Silver Bullet</i>	SC 70	John DeLaura	08:12:50:35
1991	42	<i>Chance</i>	SC 70	Bob McNulty	09:21:59:35
1993	42	<i>Silver Bullet</i>	SC 70	John DeLaura	09:09:11:17
1995	38	<i>Cheval 95</i>	SC 70+	Hal Ward	09:01:32:10
1997	38	<i>Pyewacket</i>	SC 70+	Roy Disney	07:15:24:40
WEST MARINE PACIFIC CUP					
1980*	37	<i>Merlin</i>	Lee 67	Norton Smith	10:04:51
1982*	22	<i>Merlin</i>	Lee 67	<i>Merlin</i> Syndicate	10:03:23
1984*	15	<i>Merlin</i>	Lee 67	Ben Choate II	09:07:49
1986*	26	<i>Merlin</i>	Lee 67	Bob Cramner-Brown	08:14:53
1988	28	<i>Kathmandu</i>	SC 70	Phillipe Kahn	09:03:23
1990	45	<i>Kathmandu</i>	SC 70	Gene Twiner	08:15:11
1992	43	<i>Mongoose</i>	SC 70	Simonsen/Honey	08:20:47
1994	58	<i>Rage</i>	Wylie 70	Steve Rander	08:07:13
1996	65	<i>Rage</i>	Wylie 70	Steve Rander	07:22:01

* = S.F. to Nawiliwili (2,126 nm.) / all others to Kaneohe (2,070 nm.)

the Great Lakes, which would leave just eight ULDB 70s on the West Coast. One of them, Bob Saielli's SC 70 *Mongoose*, is planning to join the burgeoning sled scene on the Lakes after Cal Cup, but supposedly will be trucked back in time for the Big Boat Series. That leaves just seven

on July 2. "It's a pretty ambitious schedule," admits Rander. "Hopefully, everything will come together as planned and the boat will reappear for the Pacific Cup. I'll be sailing *Rage* again, and would have no problem coming in second to the new boat." Our prediction? If *Jelik* actually

THE RACING SHEET

makes the race, stand by to rewrite the record books.

Grand prix circuit: Low ranking (66th) Kiwi Dean Barker upset the fleet at the **Sun Microsystems Australia Cup**, a Grade 1 match racing event held in Perth

Chip, at the West Coast Sail Expo in Jack London Square on April 23-27.

Blame it on The Baby: Inclement

the recent crappy weather. First, the boat's departure from the Bay Area was delayed until the last possible second as the boatyard waited for a sunny day (*ha!*) to complete the boat's new paint job (it does look spiffy — red with a blue boot stripe). Leaving less than a week before the start in San Diego, there wasn't much room to spare even in perfect conditions. Encountering 35-40 knot headwinds and huge seas off Pt. Sur, delivery skipper Commodore Tompkins was forced back into Monterey, where he discovered that the just-installed inner forestay was lifting the foredeck up. With no break in the weather, and no time to fix the minor damage, he reluctantly brought the boat back to its berth at Schoonmaker Point. "There's a lesson in this experience somewhere," noted Commodore, "but I'll let you figure it out!"

A healthy trend: Until recently, there wasn't much to occupy local youth sailors' energy between junior sailing and the collegiate racing circuit. That's all changed now, as an **active high school sailing scene** has sprung up in the last few years to fill the gap. Marin County schools — four of which (Marin Academy, Marin Catholic, Redwood and Branson) train out of San Francisco YC — are at the forefront of this pleasant development.

Currently, **Marin Academy** is ranked first in NorCal and sixth in the state, with Redwood High not far behind. Based on what we observed on February 14-15 at the StFYC-hosted NorCal Champs, these kids are pretty hot sailors! Marin Catholic won that regatta, while Marin Academy had a poor showing due to an arm injury to their stand-out sailor, Dana Jones. The schools have three regattas left on their spring schedule, which culminates in the High School PCCs at San Francisco YC on April 18-19. Look for a feature article on youth sailing in an upcoming issue.

Meanwhile in the big leagues: **Yachting** magazine recently endorsed *Young America*, the NYYC's America's Cup Challenge, signing a three-year sponsorship agreement that will naturally include lots of advertising in their magazine. It'll be interesting to see how this cozy relationship affects their editorial objectivity. . . **Seahorse** magazine has chartered an 1D-48 for the upcoming SORC, to be named *Seahorse*, naturally, and sailed by editor Andrew Hurst. We're impressed — it's all we can do to get this magazine out each month, let alone sneak in an occasional beer can race!



LATITUDE/ROB

last month. Barker defeated French sailor Sebastien Destremau (39th) in the finals, while the #1 ranked match racer in the world, Peter Gilmour, ended up an uncharacteristic third. . . The **Sydney 40**, a new one design by Iain Murray and built by Bashford International, was recently named the mid-sized boat for the '99 Admiral's Cup. The other two finalists were the Farr 40 and the J/125. The once-mighty Admiral's Cup has fallen on hard times lately, but replacing the quirky ILC 40s with the Sydney 40 — as well as a bunch of other sweeping changes, including ditching the Fastnet Race and reducing the number of pros aboard — should help begin building the regatta back up.

Kudos: **Paul Cayard**, the new 'King of the Southern Ocean', was awarded 1997 Yachtsman of the Year honors at St. Francis YC, while Europe sailor **Lynn Olinger** earned similar honors as Yachtswoman of the Year. . . The hot new Farr 40 design won *Sailing World's* overall **Boat of the Year**. Winners in other categories included the Corsair F-28 (performance multihull), Expedition 14.5 (daysailer) and J/90 (sportboat). Winners were announced at Sail Expo in Atlantic City in early February. **Carl Schumacher**, on the BOTY panel for his seventh year, had this to say about the Farr 40: "This is the best. Barry Carroll boat we've ever seen. The entire boat is thorough and well laid out and easily balanced. . . Bay Area sailors will get a chance to check out the first Farr 40 on the Bay, Walt Logan's new **Blue**

High school sailing is already big back East and in SoCal. Now it's starting to catch on locally.

weather, and probably to a lesser extent Valentine's Day, cut deeply into the attendance at LMSC's third **Edna Robinson Memorial Midwinters** on February 14. Just 11 hardy El Toro skippers started the first race, but the fleet was whittled down to just three — Duncan Carter, George Morris and Tom Burden — by the third and final race of the day. Class leaders after nine races are Joe Doering (open), Jim Warfield (ET, Sr.) and Ben Amen (ET, Jr.). . . The previous weekend's **RYC Small Boat Midwinters** was a total washout, called on account of high winds. That series concludes on March 7, with the free and fun Sail-A-Small-Boat Day occurring off Richmond YC's docks the following day. . . The **Santa Cruz YC Midwinters** scheduled for February 21 were called off due to shoaling at the harbor mouth from all the recent storms. . . And Encinal YC's **Jack Frost Series** on February 21 also was called off on account of too much wind. . . The nasty weather wasn't limited to the Bay Area, however. High winds apparently buffeted the **LA Midwinters** on February 14-15, wiping out Saturday's racing in many areas.

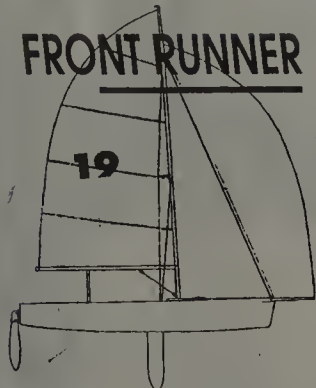
Baby bashing, cont'd: The only NorCal boat entered in last month's PV Race, Bill Siegel's new-to-him SC 52 **Vitesse** (ex-*Two Dog Gone*), took a DNS due to a combination of bad luck caused indirectly by



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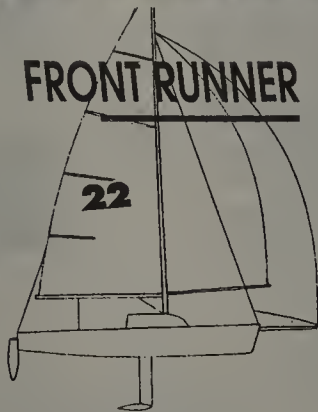
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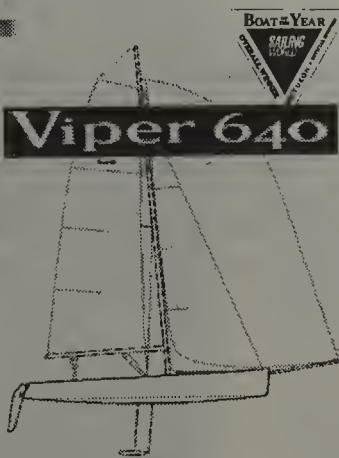
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FRONT RUNNER



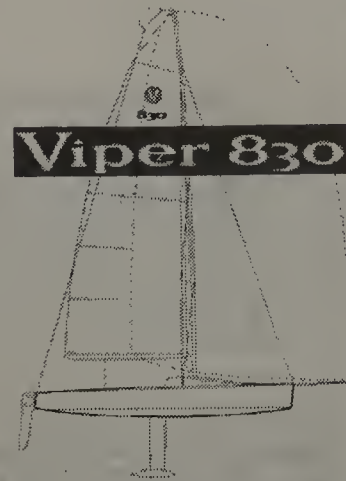
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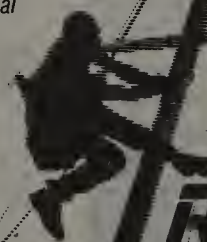
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CHANGES

With reports this month from **Rose'l** on credit card fraud in Costa Rica; from **Teresa J.** on whether anyone can match the charm and warmth of the people of Mexico; from **First Tracks** on why it might be better to spend less time in Fiji and more time in Vanuatu; from **Blue Cloud** on the good and the bad of Costa Rica; from **Bigfoot IV** on Pedregal, an undiscovered gem of Panama; from **Graceful Lady** on raising a primate onboard while cruising; from **Geja** on going over the top of Oz; from **Nalu IV** on a nasty trip from Acapulco to Honolulu; and **Cruise Notes**.

Rose'l — Saturna 33 Adolph & Rosemarie Boehm Costa Rican Credit Card Fraud (Vancouver, British Columbia)

Late last year, Adolph and Rosemarie Boehm of Vancouver, British Columbia, pulled into Manzanillo, Mexico, aboard their Saturna 33 *Rose'l*. In the process they crossed the outbound track they'd made nine years before, thus completing a circumnavigation.

As has happened with quite a few other cruisers, the circumnavigation was "unintentional". In '90, the couple took a right turn at Manzanillo and as the years passed one thing just led to another. They made all the usual stops, plus 18 months in Australia and passed through 521 locks during a 2,500 kilometer trip through the French Canals. Having completed their trip around the world made the couple happy and gave them a sense of satisfaction. But it didn't last as long as it should have.

Shortly after arriving in Manzanillo, they were disgusted to learn that they had been taken — through credit card fraud — to the tune of \$1,000 while in Costa Rica. "What a profound shock it was," they write, "to be ripped off for the first time after all those years in all those different countries. And in Costa Rica!"

The Boehms want everyone to know

Adolph and Rosemarie are still able to smile, despite being defrauded of \$1,000 near the end of their inadvertent nine-year circumnavigation.



COURTESY ROSE'L

how they were defrauded so others won't be similarly victimized.

"On November 10, 1997, we checked into the Puntarenas (Costa Rica) YC. We used our Visa card and signed a blank voucher in lieu of payment. When we checked out of the yacht club on November 22, we were told that the date entered on the first voucher had to be changed to correspond with our departure date. At this time we were given back the credit card voucher we'd signed on November 10 — but not the 'merchants copy'. We then made the mistake of signing a second voucher.

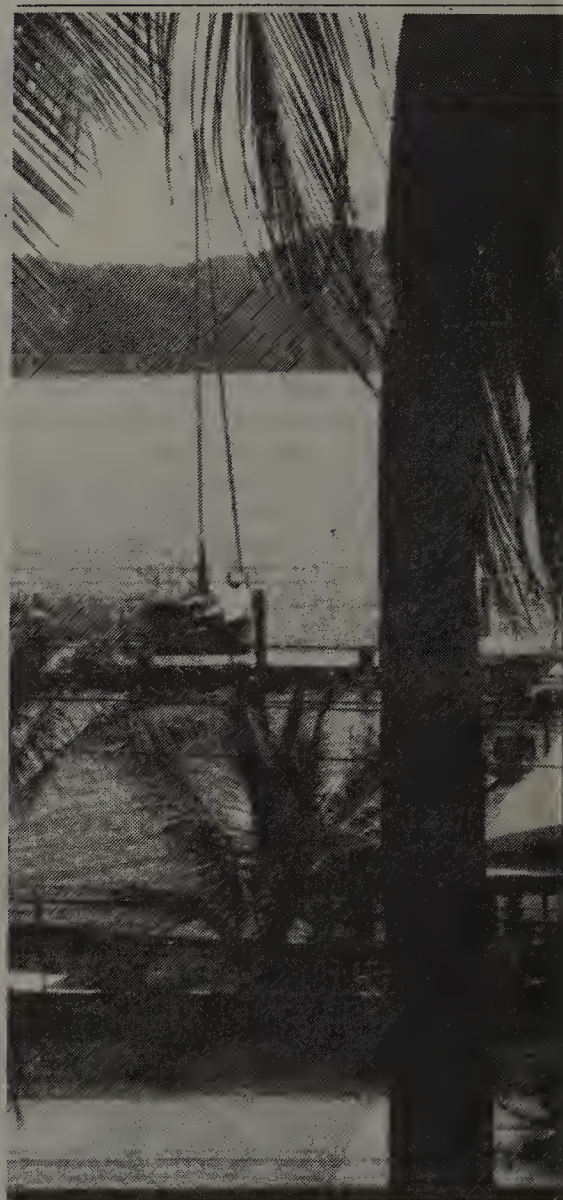
"When we got to Mexico, we learned that both of the vouchers had been submitted to Visa for redemption. But the name of the business on the first (blank) voucher we'd signed had been changed to 'Joy's Boutique'. The amount entered was 214,864 colons — which is about \$1,000 U.S.

"This was obviously not a bookkeeping error, but rather an all too common form of credit card fraud in Costa Rica that employees apparently use to 'supplement' their salaries. This kind of scam is a real and present danger to credit card users everywhere. We cruisers are especially vulnerable as we've often moved on from the scene of the crime before it's been discovered.

"Such scams are very hard to prove because the perpetrators have a voucher that's been signed by you. In our case, Visa investigated — but reported they had no choice but to pay the bill at our expense. After receiving a second letter from us, Visa International has begun a second investigation. We can only hope that Joy's Boutique is an obvious front, in which case we might get our money back.

"Fortunately, it's very easy to protect yourself from this kind of fraud. If asked to sign a second voucher for *any* reason — simply refuse. Instead, examine the original voucher carefully. If the page normally kept by the business — the 'Merchant's Copy' — is missing, treat it as you would any other form of robbery.

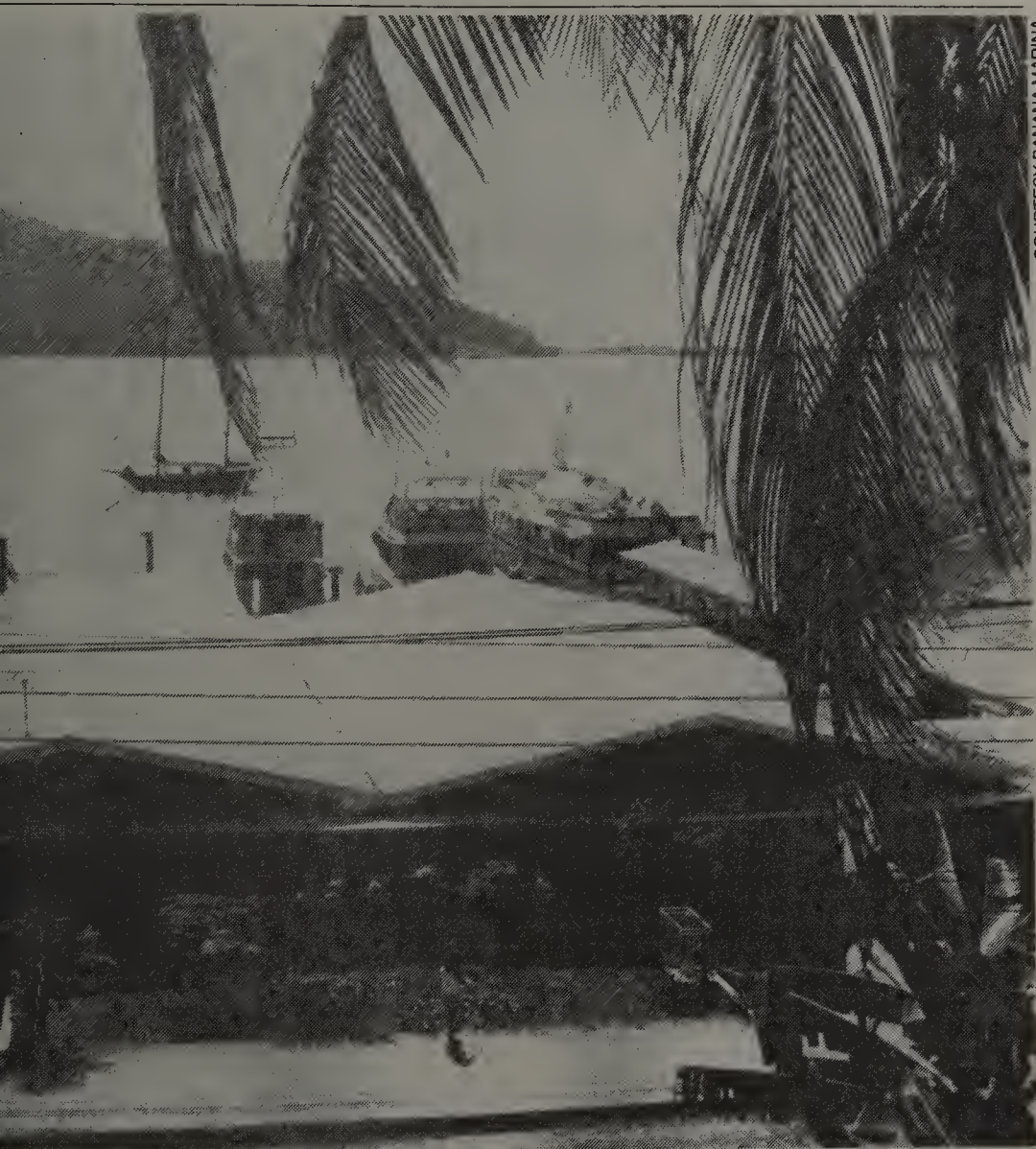
"Losing \$1,000 sure hurt our cruising kitty — and it was a tremendous shock



after all the honest dealings we've had with people in so many other countries. What makes us even more unhappy is that the Puntarenas YC has yet to respond to the complaint we sent to them back in August of last year. The fraud had obviously started at their place of business."

Perhaps it's a combination of the much-publicized eco-consciousness, the higher standard of living, and the lack of civil wars, but for whatever reason most Americans tend to think that Costa Rica is more civilized and has less crime than its Central American neighbors. Based on the reports we've received from cruisers, however, that's simply not the case. Although a small country, we've gotten more reports of pickpocketing, thievery, credit card fraud, and crooked business dealings from Costa Rica than any other country that comes to mind.

And while cruisers seem unlikely to be victims of violent crime in Costa Rica, it's no longer as certain as it used to be. A short time ago, a retired 87-year-old farmer from Idaho was beaten and left to



COURTESY BANANA MARINA

Some people are trying to make Costa Rica a happy and safe place for cruisers. Bruce Blevins of Golfito's Banana Marina is one of them.

bleed to death by squatters in Pavones, about 90 minutes south of Golfito. The American had been trying to set up a model farm. Soon after, a resident of the San Francisco Peninsula had to abandon a citrus farm in Pavones because of death threats by squatters — who may have been organized by third party in order to gain control of the land.

Costa Rica is a great place, to be sure, with lots to see and mostly terrific people. But there's a history of cruisers getting screwed in Costa Rica, so don't let all the eco-consciousness and such lure you into complacency.

— latitude 38 2/15/98

**Teresa J — Crealock 37
Jack, John & John Martin
Tehuantepec & Puerto Madero
(Port Hadlock, WA)**

With only 14 miles left of the southern Pacific coast of Mexico, we

truly feel we're on the edge of the country. Our 18 months of exploring over 2,200 miles of coastline and 560 miles in the Sea of Cortez — plus our land trips by train, bus, and air through the Copper Canyon and to places of interest such as Creel, Chihuahua, Tepic, Guadalajara, Tonalá, Tlaquepaque, Mexico City and the ruins of Teotihuacán — still leave us with the feeling that we've only scratched the surface of this magnificent country.

Approaching the dreaded Gulf of Tehuantepec, we called the port captain in Huatulco to get the latest weather bulletin from the Monitor Control Center in Salina Cruz. As some readers already know, the Control Center has been operating since '92 to advise mariners when and when not to risk the 235-mile crossing of the potentially very rough waters of the Gulf of Tehuantepec. Before the Control Center was established, cruisers were pretty much on their own.

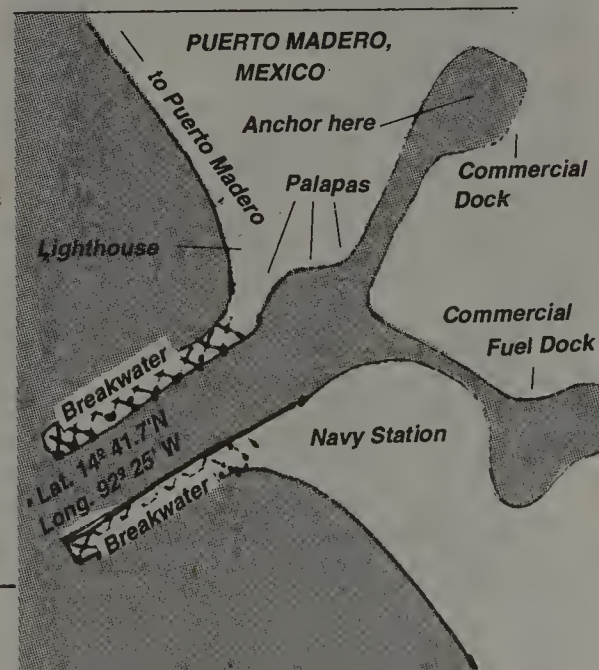
The report we got was for a 48-hour window with winds under 16 knots and seas less than six feet. If true, it would

be a far cry from the Force 10 gale reported five days earlier by a Norwegian freighter. Wanting to cross the Gulf as quickly as possible, we started motorsailing on a rhumbline for Puerto Madero. With 12 knots of wind mostly from the southwest, we covered the first 100 miles in a swift 12 hours. It took another 24 hours to reach Puerto Madero. Thanks to the help of the Control Center, our passage was smooth and fast — with constant sightings of sea turtles and dolphins.

It was almost midnight when we approached Puerto Madero, so we decided to motor around outside until dawn. It was a good thing we did as the channel was in the process of being dredged and thus closed for all but one hour in the morning and another hour in the afternoon. The dredge doesn't operate all the time, so anyone down this way should call ahead — channel 08 for the dredge itself, and 16 to the port captain — for the current status. The dredging has created a sandbar where everybody used to anchor in front of the *palapa* restaurants, so it's no longer prudent to drop the hook there. The best anchorage is in the northern basin where the shark fishermen line the shore with their *pangas*.

The Puerto Madero port captain's office is now located in the southwest corner of the harbor near the lighthouse and *palapa* restaurants. The Integrated Port Administration (API) offices are located in the old port captain's office in

Need we advise you not to use this sketch for navigation purposes? Also beware of dredging that may be in progress inside the channel.



CHANGES

the northeast corner of the port. API is where you pay the newly instituted 'port fee' of 50 pesos per day. API's presence is now being felt in Puerto Vallarta, Acapulco, and Huatulco — and perhaps elsewhere. The fee varies from port to port.

Immigration is located at the airport. To get there, catch a *collectivo* pick-up truck on the road near the lighthouse for the two-mile, two peso, trip to Puerto Madero. Then take the three peso bus ride in the direction of Tapachula until you get to the airport.

Puerto Madero's Port Captain is very helpful. He'll put you in touch with Juan and Andy, two brothers in their early 20s who are sons of the lighthouse keeper. The boys will bring diesel fuel to your boat in 50 liter plastic drums for 3.2 pesos/liter. They also provided us with local water, which was crystal clear, tasted great, and didn't leave us with any ill effects. The fuel and water were delivered to our boat in an ancient wooden *panga*. Juan and Andy monitor channel 10.

It would be foolish not to pull your dinghy aboard and lock it at night, but what should you do with it when making the 'don't miss' trips to Tapachula and the Izapa ruins? We rowed our dinghy to shore and received permission from a family to leave it in front of their bamboo-walled, *palapa*-roofed home. From there, we walked past the 20 or so *palapa* restaurants that line the channel to the highway near the lighthouse. We then took the previously mentioned *collectivo* truck two miles into Puerto Madero along the road which fronts the gulf and passes several naval and military facilities, restaurants and homes.

With a population of just over 6,000, Puerto Madero doesn't always have everything a cruiser might want, so you'll probably want to catch a bus to Tapachula, the major southern city of the state of Chiapas. It's a 15 mile ride that costs five pesos. If you need groceries, get off the bus at Rialfer, a supermarket that stocks everything right down to sweet pickle relish.

After purchasing a snack at Rialfer, we found our way to a Volkswagen bus *collectivo* for a two peso ride across town to the central bus station. Outside of the bus station, we waved down a local bus heading for Cacahuatan, and told them

we wanted to stop at the Izapa ruins. This four peso, nine-mile ride let us off at the entrance to the ruins.

The Izapa ruins are truly worth a visit. They're the oldest in Mexico, dating back to 500 B.C., and were the religious center of both the Olmec and Mayan cultures. The ruins are located just three miles from the Suchiate River that marks the border with Guatemala, and are situated in the fertile foothills of the Sierra Madre de Chiapas at the base of the Soconusco Summit and the Tacana Volcano. The volcano, by the way, is more than 12,000 feet.

The ruins — marked by roadside signs — are at three sites that are within walking distance of each other. One site has been excavated; the other two have the temple areas defined with several *stellas* in place. All three seem very much like parks that have been cut out of the tropical foliage. Each site had a caretaker family that requested we sign their guest book — which indicated visitors from all over the world. A 10 peso donation is requested at each site.

(Spread); Despite islands and clear water, Manser didn't take to Fiji. (Inset); Chief Emil of Malakula models his snazzy penis sheath.

Turkeys, pigs, donkeys, and chickens add to the local color.

On the way back to our boat, we stopped at the San Francisco Hotel's Veranda Restaurant — located just across from the Rialfer supermarket — for a delicious meal in lovely air-conditioned surroundings. The most expensive entrée was 37 pesos — less than \$5 U.S.

Tomorrow, we head south, with our ultimate 1998 goal being Chile. Our 16-year-old son John, who has grown so familiar with Mexico and the language, says he's looking forward to finally getting to visit some "foreign countries". But we wonder if any can match the charm of Mexico or the warmth and goodness of her people.

—jack, john, and john 1/9/98

First Tracks — Celere 47

Gary Masner

Fiji and Vanuatu

(San Francisco)

Here it is, 20 minutes before the start





SPREAD, LATITUDE 38/RICHARD. INSET, FIRST TRACKS

Owner Dick Smith has put together a beautiful resort that really treats cruisers well. Sophie and the rest of the staff are competent and friendly, and the Fiji to Vila Race Week is a non-stop bunch of sailing events, parties, and fun contests. Julia Borgstrom and Jan Newell of Sausalito — who I met at a *Latitude* Crew List party — flew down to crew for me.

Dick Smith had arranged for Customs to clear the race boats at Musket Cove on the morning of the race. Unfortunately, the Customs officials were late and didn't bring the right forms. Eventually they got them, and we were forced to fill out the same set of forms we had upon entry — and in triplicate again — including a complete list of boat equipment. With 33 boats to clear, it was a real mess.

The girls and I got back to *First Tracks* less than an hour before the start of the race. Trying to hurry out of the harbor I got careless and put my boat on fringing coral — on a falling tide, no less. This wasn't the kind of thing to give the girls confidence in their skipper. Fortunately, Kiwi Bob Culbert came along with *Stornaway II* to pull us off. As a result, we were only seven minutes late crossing the starting line.

Once the race began, things went much better. Although Julia and Jan were new to ocean sailing, they both drove very well. Jan even managed after I inadvertently turned off all the instruments and lights one pitch black night. And while on the course we set a record for the boat's best ever 24-hour run. When it was all over, we were the second monohull to finish — and had beat a Sundeer 56 and a new Swan 47 from Newport, Rhode Island. (Newport is a town back east that used to have a lot of good sailors back in the whaling era.)

Vanuatu Customs officials were great, efficiently handling a minimum amount of paperwork. The Vanuatu Cruising Club put on several nights of parties, and all in all it was a most enjoyable week.

While in Port Vila I met Gregg Lott, who used to own The Cooperage, a well-known San Francisco restaurant in the '70s. Lott cashed out in '75, built a boat in Taiwan, and circumnavigated. He's since been in Vanuatu for 12 years, runs

a commercial diving operation, and rents out very secure moorings in Vila Harbor.

Vanuatu has been one of the highlights of my two years in the South Pacific. It seems like there's always a volcano rising out of the ocean or something, and the anchorages are spectacular, every bit as good as those in the Marquesas and better than anything in between. The diving is very good, and you can swim with dugongs. Furthermore, the people of Vanuatu are wonderful. They've retained their customs for themselves — not for tourists. They're a bit shy but very friendly, and speak English as well as French and Bislama.

The islands north of Port Vila get very few tourists except for cruisers. In several of the villages you can attend ceremonies where they do their traditional dances. Their primary means of transport are dugout canoes, many of which are propelled by cloth or palm leaf sails. People in their canoes stop by the boat all the time to say hello or trade their fruit and vegetables.

At Malakula Island I met Tom, a German, and Nikki, a Kiwi, who run a dive-oriented charter operation on their sailboat *Miz Mae*. They've also written a cruising guide to Vanuatu. Tom and Nikki speak Bislama and have become close to the villagers. While in Banon Bay, Tom organized a group of cruisers to help the villagers repair their water

Looking to get the most from your cruising experience? Pitch in and help the locals. Manser lends a hand with the plumbing at Malakula.



COURTESY FIRST TRACKS

of the race from Musket Cove, Fiji, to Port Vila, Vanuatu, and my *First Tracks* is hard aground on the coral reef. But I'm getting ahead of myself.

I spent three months in Fiji, but unlike many cruisers I was generally disappointed. The people are very friendly, but they seemed to have less spirit — and more 'missionary' religion — than other Pacific Islanders. I was also surprised to find out that Fiji receives twice as many tourists as all the rest of French Polynesia. Many of the villages make much-needed money entertaining the cruise boats with dancing and *kava* ceremonies and by selling shells or handicrafts they bought in the market at Lautoka.

I must admit that I didn't get to Kadavu or Vanua Levu, which are much less tourist-oriented than in the Yasawas. Between the arrival of friends and the generally terrible weather, I didn't find a good window for the 150-mile upwind sail. Next time I'd clear in at Savu Savu and enjoy a downwind sail to the rest of Fiji.

The Musket Cove Resort and YC was certainly an exception to the rest of Fiji.

CHANGES

system. Miz Mae operates out of Luganville on Santo Island and can be reached through Aore Resort (fax 678-36703).

Six weeks in Vanuatu was far too short, as it would be easy to spend a whole season there. Unfortunately, the first cyclone has started forming, so I'm off to Australia tomorrow via New Caledonia. See everyone next April at the Crew List party!

P.S. I just want to pay my respects to Bill Sams and Jan Bernard, who lost their beautiful Liberty 458 *Camelot* on the reef in Fiji. It just shows how unforgiving the sea can be — even to a very competent crew.

— gary 11/15/97

Kyrnos — Laffitte 44

Frederic Laffitte

Uncharted Reefs

(Seattle)

Before cruisers leave Tonga on their way to Fiji, the Solomons, or even New Zealand, it may be a good idea for them to plot the accompanying list of uncharted reefs. Some reefs have already been added to some of the newer updated charts, but our experience is that most cruisers use copies, copies of copies — and even worse,

obsolete charts.

During our trip in '96-'97, we found that only the newer French charts showed some of the reefs — but by no means all of the ones noted in the adjacent list. The British Admiralty charts from '92 or earlier showed almost none of the reefs on the list.

We have not personally verified the existence or location of any of the reefs, but we can tell you that some boats have either seen or made contact with some of them.

— frederic 1/30/98

Blue Cloud — Coronado 34

John Dunn

Central America

(Santa Cruz)

After departing San Diego with the October '95 Ha-Ha, I slowly worked my way through Mexico to Central America. Before departing Santa Cruz, I was cautioned by every cruiser who'd been through Central America not to stop there. What an error it would have been had I followed their advice! The best times I've had cruising so far have been in Central America.

I spent months in Guatemala, El Sal-



Uncharted Reefs in Fiji and Tonga*

1.	18° 23 S	176° 33 W	31.	19° 01 S	174° 47 W
2.	18° 44 S	175° 22 W	32.	19° 13 S	175° 19 W
3.	18° 45 S	175° 22.24 W	33.	19° 25 S	179° 35 W
4.	18° 48 S	175° 14 W	34.	19° 29 S	177° 26 W
5.	19° 02 S	174° 41 W	35.	19° 40 S	176° 00 W
6.	19° 10 S	175° 07 W	36.	19° 49 S	176° 32 W
7.	19° 24 S	176° 30 W	37.	19° 51 S	176° 31 W
8.	19° 27 S	176° 33 W	38.	19° 55 S	176° 31 W
9.	19° 27 S	176° 35 W	39.	19° 59.90 S	167° 44.55 W
10.	19° 28 S	179° 48 W	40.	20° 14 S	177° 13 W
11.	19° 30 S	179° 36 W	41.	20° 18 S	177° 12 W
12.	19° 31 S	177° 24 W	42.	20° 19 S	178° 44 W
13.	19° 31 S	179° 36 W	43.	Missing from SSCA publication	
14.	19° 32 S	177° 35 W	44.	32° 19.45 S	179° 00.55 W
15.	19° 41 S	176° 36 W	45.	19° 45 S	178° 13 W
16.	19° 52 S	176° 37 W	46.	18° 43 S	176° 30 W
17.	19° 52 S	176° 39 W	47.	18° 47 S	175° 17 W
18.	19° 54 S	176° 32 W	48.	19° 03.04 S	169° 55.29 W
19.	19° 56 S	177° 12 W	49.	19° 15 S	175° 19 W
20.	19° 56 S	177° 35 W	50.	19° 27 S	176° 30 W
21.	20° 12 S	177° 12 W	51.	19° 34 S	179° 38 W
22.	20° 15 S	177° 13 W	52.	19° 43 S	176° 33 W
23.	20° 16 S	176° 00 W	53.	19° 50 S	176° 32 W
24.	20° 17 S	177° 32 W	54.	19° 54 S	176° 32 W
25.	20° 17 S	178° 37 W	55.	19° 56 S	177° 36 W
26.	20° 20 S	176° 00 W	56.	20° 03 S	177° 37 W
27.	20° 20 S	177° 15 W	57.	20° 15 S	177° 12 W
28.	13° 24 S	166° 12 W	58.	20° 19 S	177° 35 W
29.	18° 11 S	178° 34 W	59.	20° 20 S	176° 00 W
30.	18° 44 S	176° 35 W	60.	22° 20 S	176° 00 W

* as of June 1994

vador, Honduras, and Nicaragua. Each country had something unique to offer, and the kindness of the people was beyond what I had anticipated. I recommend that all cruisers stop in all the Central American countries. I know that I will return some day.

It's true that some of the fees are a little high and that you always have to pay in U.S. dollars rather than the local currency. For instance, I was charged \$100 for the first five days in Guatemala and \$10/day after that. When I objected, I was told to write to the Director of Tourism — which we did after we left. If enough cruisers complain, perhaps they'll reduce the fees.

After really enjoying Central America, I sailed down to Marina Flamingo in northwest Costa Rica. The marina arranged for me to use their haul-out platform and for Rodrigo to do the painting. *Blue Cloud* went on their platform at high tide at 0600. When the tide went out,



SPREAD, BLUE CLOUD. INSET, LATITUDE 38/RICHARD

(Spread); John Dunn thought his haulout at Marina Flamingo was a deal. (Inset); Cruisers often — but not always — jump for joy in Costa Rica.

Rodrigo went to work using my bottom paint. The job was finished and the boat refloated and back in her berth by 1800. The price was a reasonable \$100. Marina Flamingo's platform can handle boats to 65 feet and with up to 8-foot draft. Jim McKee, the harbor manger and owner, helped me as much as he could.

When I returned to California, I left my boat in the mooring section just inside Marina Flamingo's breakwater. She was broken into and much gear was stolen. After the break-in was discovered, McKee and fellow cruiser Sam Rohrer of Morgan Lynn moved my boat to the main dock and did enough repairs so she could be locked once again. The marina filed a police report, kept me up to date with faxes, and did whatever they could to help me once I returned. I'd recommend Flamingo Marina to other cruisers.

Then I spent some time at Golfito, which is at the southern part of Costa Rica. My dinghy was stolen one night as I was preparing to clear out. When I got the dinghy back, the motor had been stolen and the tubes slashed. I can't exactly recommend Costa Rica as a place to visit.

The trip is still fun, however, and tomorrow I depart for Ecuador.

John 3/20/97

Readers — Please note that this Changes is nearly a year old. Due to operator error, it got lost in the silicon bowels of our computer.

**Bigfoot IV — Out-Island 41
Harry & Melly Gorman
Pedregal, Panama
(Seattle)**

[Continued from last month.]

After Dave and Sharon of Cabañas Parida confessed that it was indeed possible to take a relatively shallow draft vessel up the channel to Panama's Pedregal, we decided we had to do it. The

entire trip from cabanas to Pedregal would have taken us about five to six hours, but we broke it up into three two-hour legs.

Crossing the bar at Boca Brava took the most courage, and once inside there were still a couple of rocks — fortunately well-charted — that needed to be avoided. If we went aground after that, it was going to be on either sand or Sacramento Delta type of mud. As it turned out, our trip up the river was everything we hoped it would be. It was just like the *African Queen* without the *Louisa* — although we did pass two German cruising boats on the way to Pedregal. And even though our depthsounder hasn't worked since Mexico, we made it all the way up the channel without touching bottom once. It helped that our Out-Island 41 isn't deep draft.

As for the rumored bad officials at Pedregal and the nearby big city of David, they turned out to be very friendly — and happy to see that another cruising boat had come up the channel to visit. Even though we arrived on a Saturday afternoon, the Maritime Police told us to blow off checking in until the following Monday morning. When we did check in, we were charged the normal price for a cruising permit and visa. Furthermore, we were given receipts for everything.

While there is a marina at Pedregal, it presently doesn't have slips with enough

Tropical hijinks: Dave Simpson of Cabañas Parida smiles wanely as wife Sharon gives him a loving knee to the lower abdomen.



CHANGES

water to accomodate sailboats. But they're working on it. However, for \$2/week we got to tie up at their floating dinghy dock (which has a night watchman), dispose of our trash, and use unlimited fresh water. As they're in the process of installing showers and washing machines, it's only going to get better for cruisers.

Since you can't tie up in the shallow marina, it's good that you can anchor on two different arms of the river within a few minute's dinghy ride to the marina. There are two big drawbacks at Pedregal. The first is that you can't just jump off your boat and into the river. Alligators, which we saw from our boat at anchor, are the reason. Secondly, it's quite warm. On the other hand, we saw lots of parrots and howler monkeys right from our boat.

We can't say enough about the Pedregal marina personnel. About a week before our departure, we gave them a list of foodstuffs that we hoped to get in case lots. They ordered the stuff over the phone, had it delivered to the marina, then called us on the radio to pick it up. And there were always a few boys around to help us load and unload our stuff.

When it comes to reprovisioning, Pedregal is far superior to any place we visited in Costa Rica. The prices were lower, the selection was better, and there were many U.S. products. We even made friends with Angelo, who became our own personal butcher at La Fey, one of the major chain stores downtown. Angelo, who is studying English to become an interpreter, custom cut our meat, packed it carefully, then froze it as hard as a rock.

Another reason we went to Pedregal was to have some stainless welding done. We were lucky to meet Mito, a welder who does work for the shrimp boats from his home/shop right on the river. We first had him repair some cracks in our dinghy davit mounts. For three hours of labor he charged us \$9 U.S. (U.S. dollars are used as the paper currency in Panama.) Our second job was to have him fabricate stainless steel replacements for our bow cleats — as well as 3-inch by 24-inch base plates on which the cleats got mounted. It took him about 10 hours and he charged us \$60 — materials included!

While 'up river', we ordered a new

depth sounder from West Marine. It arrived six days later via regular air mail. Parts for 'yachts in transit' are supposed to enter the country duty free without any hassle. It's not always true in Panama City, but it was true for us in Pedregal. All we had to do was pay a \$1.25 processing fee. We later had another shipment from West Marine come by DHL. Once again there was a \$1.25 processing fee but no duty.

The lovely city of David, only five miles from Pedregal, is the third largest in Panama and has everything a cruiser could want in terms of services and supplies. It even has two air-conditioned theaters — one is a 4-plex — with first-run movies in English. Kentucky Fried Chicken and Dominos Pizza will even deliver to boats berthed at the marina in Pedregal. But the local food was so delicious and inexpensive that we were never tempted by the American junk food emporiums.

The restaurant at the marina in Pedregal, for example, has both indoor (air conditioned) and outdoor dining. A

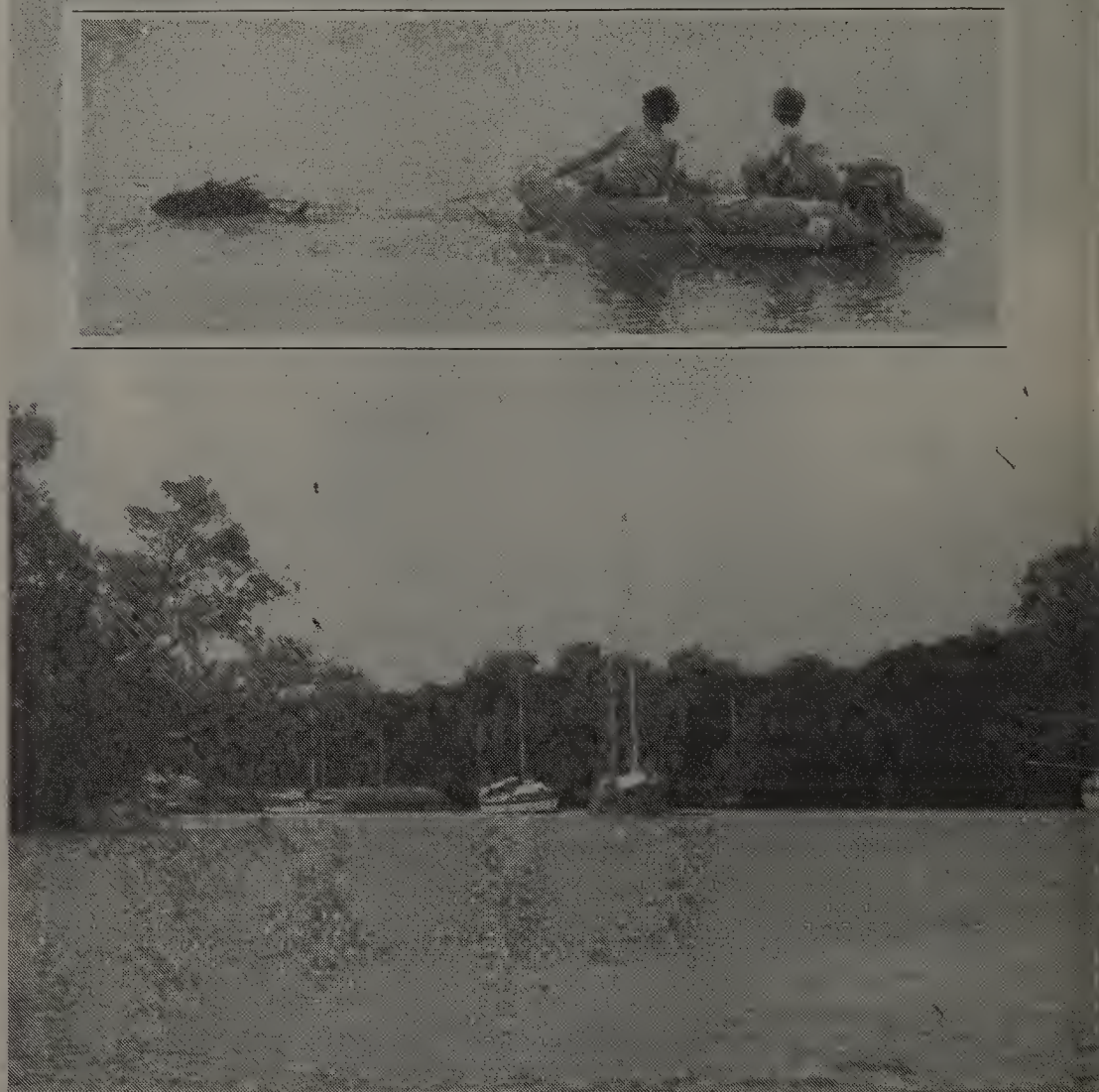
(*Spread*); 'Bigfoot IV' anchored in the river at Pedregal. (*Inset*); Bob and Barb of 'Cherokee Rose' deal with a navigation hazard in the river.

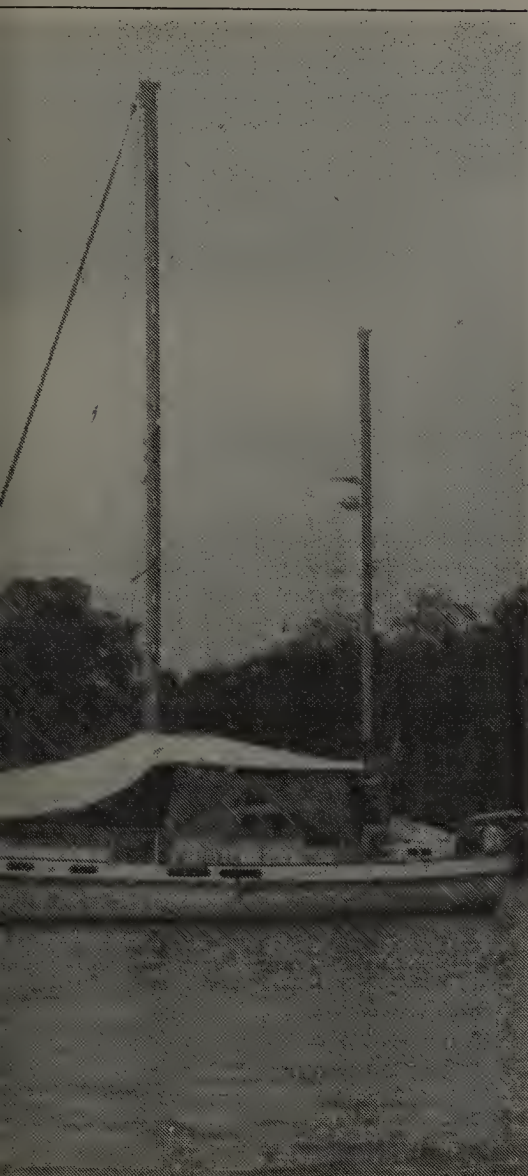
filet mignon is \$6.50 while cheeseburgers are \$1.25. Beer is 60 cents. And by local standards, the marina restaurant is a little pricey. Restaurant Azureel, a block away and run by a lovely woman named Carmen, serves chicken dinners for \$1.25 and beer for 50 cents.

We took buses and walked everywhere in David, and there wasn't a single instance during which we didn't feel safe. As best as we could tell, there isn't any crime around that's directed at or affects cruisers.

While anchored off Pedregal, we joined a local family for a trip inland to the Volcan area. It was absolutely gorgeous, with lush vegetation and lots of waterfalls. Having breathed salty marine air for so long, the crisp mountain air seemed really fresh.

We were not the only cruising boat in Pedregal. Others included *Malabar XIII*, *Muy Caro*, *Pelican Express*, *Cherokee Rose*, *Mali B*, *Carribee*, two German boats, a French boat with Phillipe and —





BOTH PHOTOS COURTESY BIGFOOT IV

paddling a wooden dugout. They walked the horses out as far as they could, then one paddled the dugout while the other man held on to the horses' halters to start them swimming across. Once they were past halfway, the horses were released — and they towed the dugout with their halters. It looked like an aquatic buckboard.

There's a small resort across from the village at Boca Chica that's owned by a German named Frank. He caters to European backpackers and has strong German beer on tap. Boca Chica is very rocky compared to Boca Brava. The river entrance is protected by many rocky islets, so there is no surge or surf at the entrance.

We used the Zydler's *Panama Guide* for both going up to Pedregal and coming back down. We found their sketches and soundings to be very accurate. Anybody planning to cruise Panama needs the Zydler's guide, because it will prove that all cruisers need to set aside lots of time to cruise the Pacific side of northern Panama. Cruisers can easily spend six months between the Costa Rican border and the Panama Canal.

After leaving Boca Chica, we returned to our old anchorage on the north side of Isla Gamez — which is only a short dinghy ride from Cabañas Parida. While there, we tried to catch up on all the boat projects we'd had to postpone due to our busy social lives in Pedregal. One pleasant discovery: the transition from salt to fresh water had kept our bottom very clean.

The water clarity at Isla Gamez and around Isla Parida varies from day to day, and even during any given day. The best visibility we saw was about 20 feet. We only saw one lobster, although we did manage to buy four lobster for five dollars from a passing fisherman. When the visibility was good, it was easy to find rock scallops and *ostiones*.

After a couple of weeks of catching up on projects and visiting with Dave and Sharon as well as other cruisers who stopped by, we headed for Islas Secas. Although only 18 miles away, Secas might as well be in an entirely different world. The Secas are uninhabited except for one hut in the northern anchorage on the main island. We spent most of our time anchored off a white sand beach

with lots of coconut palms. The island, in the southwestern part of the group, doesn't even have a name. The water visibility varied between 50 and 100 feet.

During our first afternoon there, we got a 50-knot blow out of the east. The wind went from zero to 50 knots in a matter of seconds, and stayed at 50 knots for an hour. Fortunately, there was good holding and we had no problem — even though the anchorage is exposed to the east. Just before dark, five shrimp boats came in and anchored at an island right across from us. We traded 12 warm beers for 1.5 gallons of de-headed shrimp and a huge dorado filet. It was a good deal.

The snorkeling at the unnamed island was excellent, as there were huge boulders covered with coral. During a visit to the northern anchorage, we met Andrew and Catalina aboard *Lady Slipper*.

Our next stop was Isla Contreras. Rather than going to the main island, we visited the smaller and less visited Isla Brincanco. The water there was as clear and sometimes even clearer than Secas, and we found a waterfall on shore. While there, we were joined by Ron and Melissa of *Everafter*. They had mail and some fresh produce that we'd ordered via radio from Cabañas Parida. The Contreras Group is part of the Coiba National Park.

Isla Coiba, the prison island, was our next stop. We anchored in the bay where the ranger and police stations are

Harry and Melly of 'Bigfoot IV' at Isla Gamez, an anchorage right next to Cabañas Parida. Panama has more sun than their homeport of Seattle.



COURTESY BIGFOOT IV

oh yeah — the bald nudist aboard the multihull.

After almost two months upriver, it was time to move on. But having been there so long and having made so many friends with the locals and other cruisers, it was hard to leave. Our local friends had a hard time believing that we were really going to leave. The idea that we might not be back for years — or ever — was almost impossible for them to accept.

We decided to return to the Pacific via the Boca Chica rather than by the Boca Brava. As it turned out, it was good we got the new depthsounder. It was an uneventful trip — although at one point we had to make a sharp turn to keep our mast from hitting the limb of an overhanging tree. We were in 60 feet of water at the time.

The river trip through the Boca Chica was beautiful — and different from the rest of the river because one side had been cleared so cattle and horses could graze. While anchored at Boca Chica, we saw a man walk down to the shore at low tide leading two horses. He was met by another man from the opposite shore

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located. It's dangerous to anchor anywhere else, as there are still 600 prisoners on the island. In fact, some escaped a few years ago, boarded a couples' cruising boat, and killed the husband. The prison was to have been closed, but it's had to stay open because there isn't enough room in the mainland prisons.

When we came ashore, we were welcomed by the park ranger and some of his staff. They were apologetic that they didn't have any extra people to escort us around the island. Because of some building projects in progress, the workers have park rangers and armed policemen with them whenever they're working outside the park compound. It's a beautiful area, with lovely clear water. We were asked not to fish there, however.

We're now on our way back to Pedregal to reprovision. Our plans then are to explore more of the rivers and revisit the islands in this area. We'll then head for the Perlas Islands, another group on the Pacific side of Panama, then head down to the Darien, the remarkably thick and impenetrable jungle that separates Panama from Colombia.

It's a hard life — but we're enjoying it.
— harry & melly 10/27/97

Graceful Lady — Morgan OI-41 Denny & Barbara Nelson Raising A Liveaboard Primate (Coos Bay, Oregon)

In the March '97 issue, I had the difficult task of informing the cruising fleet that our little Jose — an 8-year old Java Macaque monkey — had died from a result of a nasty encounter with a

This is Junior, the Java Macaque monkey that cruises with 'Graceful Lady'. He replaced Jose, who died after being attacked by a scorpion.

deadly scorpion. Since Jose had lived aboard with us for years and had cruised from Pt. Townsend, Washington, to Nuevo Vallarta, Mexico, he was very much a part of the cruising community. We really missed our little crewmember for the companionship. He behaved more than a little like a human — after all, he was a primate! He was also the best security guard anyone could ask for.

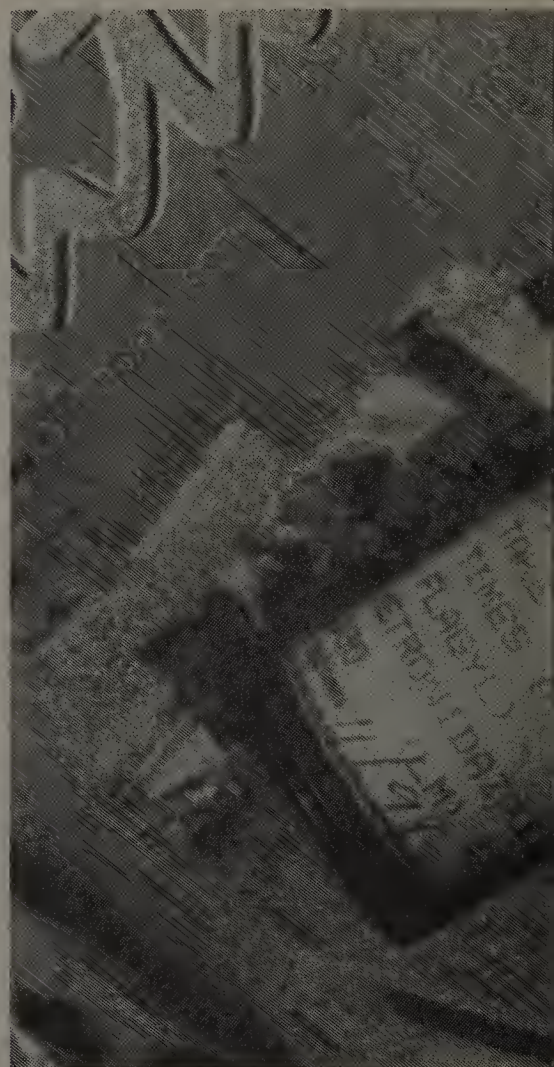
We dreamed of finding another monkey, but weren't looking forward to the raising of a primate baby on a boat. But then we found Junior this summer. He was born in the same laboratory in Florida as Jose, he's the same species — and possibly shared the same father. Junior is smaller and more gentle than Jose and therefore has made more friends. Much like children in the same family being different, Junior has a much different personality than Jose.

Junior is nine months younger than Jose, but his upbringing was different. He had first been Terri's monkey, and she kept him in her restaurant in McMinneville, Oregon. Junior stayed in a room surrounded by glass from which he could watch the people in the restaurant eat their burger baskets and sip their shakes. He wore clothes and played with the other monkeys.

But when Junior reached maturity, he — the strongest and eldest monkey, who therefore had to show his dominance — couldn't see himself wearing clothes and looking cute. Soon he found himself in a remote location way out in the country near McMinneville. He was lonely and greeted us with kisses at our first meeting. It was love at first sight for all three of us.

Having not been raised on a leash, Junior feels more comfortable in a cage. Here in Nuevo Vallarta, he has a wonderful view of the canal. He loves it when the tour boat comes by and enjoys it when the people look at him. If you forget to say 'hello' to him, he makes a noise that sounds like he's clearing his throat. And like a Mexican native, he likes to shake your hand when departing.

Our cruising plans have been put on hold for now, as our best sailing days have been here in Banderas Bay. While 'sailing' in Mexico often means running your engine, this bay usually has enough afternoon breeze and warm sun to make sailing as close to perfect as



sailing can be. Since Denny had spent most of his eight years in Alaska on boats, comfort is more important than speed to him. With more than 100 miles of tropical coastline, Banderas Bay is great.

Should other cruisers consider a primate for a pet? Probably not. It means have to swab the deck much more often and having to remember jungle rules: if Junior can reach anything, it belongs to him.

— denny & barbara 11/97

Geja — Islander 36 Dick & Shirley Sandys Australia, Indonesia, Singapore (Palo Alto)

We are the semi-retired school teachers who've been cruising off and on since '92. We did the '96-'97 winter/cyclone season at Laguna Quays Marina at Repulse Bay, Whitsunday Islands — which are in Queensland, Australia. The special 'cyclone season' berth rate of \$300 U.S./month included free use of the resort pool, tennis courts, jacuzzi, windsurfers, Lasers, canoes and some lovely trails. The resort has a beautiful



GRACEFUL LADY



LATITUDE 38/RICHARD

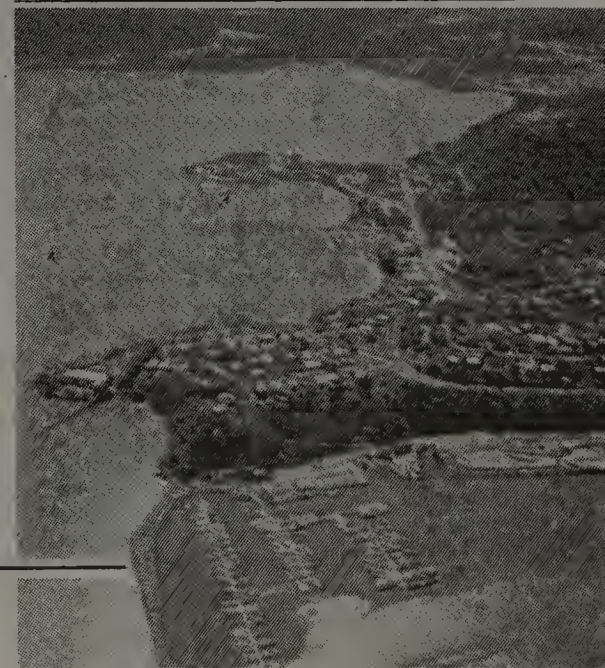
log on the beach" to keep us apprehensive.

The highlights of the 1,000 miles from the Whitsundays to Darwin were One Palm Island, Lizard Island, Cape York and the Wilderness Lodge. One Palm Island is a rookery — which we explored while being dive-bombed by over-protective terns. Lizard Island is known throughout Australia for its hiking trails, snorkeling reefs, and an interesting research center that features an air-conditioned library and cold drinking water.

Cape York has a resort run by indigenous tribes where you can find laundry facilities, cold Victoria Bitters, a swimming pool, and excellent seafood meals. All this plus a 23-foot resident croc named Gary who only feeds in the morning and evening. When we asked how the resort planned to get rid of Gary, they responded that "the crocodile has as much right to the beach as people do." Rowing our dinghy — we didn't have a motor then — back to the boat was more exciting along the Queensland coast than any other place we've been.

After reading Jimmy Cornell's *Cruising Routes of the World*, we passed on sailing through the Torres Straits in favor of Captain Cook's route through Endeavour Strait and then across the Gulf of Carpentaria. It turned out to be even worse than sailing across the ITCZ, as we had mixed seas from three directions and 25 knots and more of wind. For three days our bodies didn't

Australia's Queensland coast has good marina facilities. It's a good thing, because during the season, cyclones are a genuine threat.



Ah Mexico! Three months after the Ha-Ha and the Wanderer is still taking flagyl to try to shake a parasite. It's a fast way to lose a few pounds.

golf course which is great for walks in the cool of the morning and evening. The animal life was interesting also, with numerous wallabies and friendly black swans in the lagoon.

Cyclone season is serious stuff in Queensland, so you don't venture far from a good refuge. We stayed put until cyclone Justin finally decided not to regenerate. His crazy path had twice forced us yachties to remove our sails, biminis and dinghies, and double up our mooring lines. In any event, our plan for the May to November cruising season was to sail up to Cape York on the northeast tip of Australia (500 miles), west across the Gulf of Carpentaria and on to Darwin (500 miles), up to Indonesia (400 miles), and then along the islands of Indonesia to Singapore (1,200 miles). We'd leave the boat in Singapore so Dick could get back to California and resume work. Although cruising plans are always subject to change, we actually stuck to ours.

You have to plan ahead if you want to cruise Indonesia, because getting a

cruising permit — called a CAIT — can require quite a bit of time and money. We tentatively entered the Darwin (Australia) to Ambon (Indonesia) Race because the \$600 fee includes a three-month Indonesian cruising permit. In the meantime we shopped for a less expensive way to obtain a permit. Fortunately, we learned that STA Indonesia — Attn: R. Joemada, Fax 62218711858 — attracts entries to their Bali to Jakarta Race with a \$140 entry fee (plus \$50 for mailing) that includes a cruising permit.

We applied for our CAIT while at Laguana Quays, and then sailed north to Townsville for our haul-out. We received a fax copy of our CAIT while working on our boat, and the original when we eventually arrived in Darwin. This allowed us to drop out of the much more expensive Darwin to Ambon event.

We used Alan Lucas' *Cruising the Gold Coast* as our primary cruising guide while travelling the Queensland coast, and found his descriptions to be accurate and succinct. We didn't swim much while travelling up the coast of Queensland because we were afraid of crocodiles. We never saw one until we got to Darwin, but we'd heard enough stories of others discovering a "laughing

CHANGES

know if they were going up, down, or sideways. After a few cold Victoria Bitters at the Gove YC, our spirits improved.

While at Gove, we met up with Gary and Dorothy of *Gigolo*, who we'd first met on the coast of Mexico way back in '89, and Ken and Gina Coleman of the San Francisco-based *Fog City*. The wind blew every afternoon in Gove, and many times we found ourselves unable to row against it and had to have our dinghy towed to our boat. So we finally broke down and bought an outboard for our dinghy, figuring that in addition to allowing us to get to and from shore it would also keep the crocs away.

We were able to get Land Use Permits from the native land council in Gove. This was a big improvement over previous years when everybody had to have the permits mailed up from Canberra.

The Gove YC sponsors an Over the Top Regatta so boats can make that often difficult nine-day passage across the Gulf of Carpentaria and on to Darwin as a flotilla. They only allow 40 entries, so we were lucky to get one of the last



Queensland is known for quirky cyclones. In '97, 'Katrina' doubled back over her original path to fizzle out almost exactly where she had formed

slots available. We'd never sailed as part of a group before, but found it to be enjoyable and entertaining. One nice thing everybody does is take photos of each others' boats while underway, then

exchange photos in Darwin. The last time we'd had a photo of our boat taken underway was nearly a decade ago in Mexico.

The Over The Top Regatta also prompted us to sail smarter. We normally avoid doing anything that requires effort, even if it would make the boat sail faster. But when 39 boats start passing you wing-on-wing with their jibs poled out, you have to do something. So we started sailing wing-on-wing — and even flew our gennaker. We not only kept up with other boats our size, but we even passed a few.

While part of the flotilla, we were able to observe a number of different anchoring techniques. One involved using a bridle between the bow and stern, allowing a boat to lay at anchor beam to the wind. If you ever try this, make sure to let out extra scope to compensate for the additional windage. The guy who showed us this technique didn't, and his anchor dragged.

One of the fun Over The Top social

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When it comes to varieties of animal and sea life, Australia is a natural wonder. If you visit, make sure you avail yourself of all it has to offer.

Our sidetrip to the Wild Man River Wilderness Lodge, previously mentioned as a highlight, was fantastic! Our guide was an overeducated Aussie who could make money doing whatever he liked —

and he likes studying nature. The boat trip took us through lovely bird sanctuaries and crocodile swamps. Once our guide pulled a python out of a tree and into the boat so we could pet it!

Fellow cruisers advised us to allow lots of time to enjoy Indonesia, so we suspected the cruising would probably be good. Better than good, it was great! Our only mistake was not extending our permit from two months to three.

— dick & shirley 11/98

**Nalu IV — Lapworth 48
Jim & Diana Jessie
Acapulco To Manila
(Oakland YC)**

If there's a cruising event leg you had to miss, the Acapulco to Honolulu legs of the Manila Commemorative Galleon Regatta was as good as any.

Starting in 1565, Spanish 'Manila Galleons' would sail east from Acapulco for about three months before reaching Manila with a cargo of silver, copper and cocoa. Then they'd made a more northerly seven-month return trip in westerly winds with silks, cottons, rugs and gold. Us-

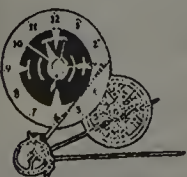


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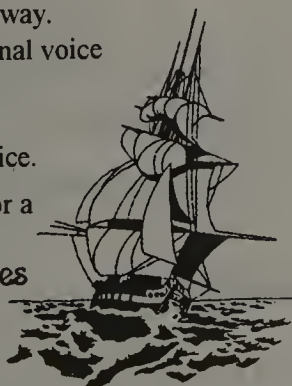
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ally they'd make landfall on the Baja coast after which they would sail down to Acapulco. This trade route continued for 250 years — until 1815!

While the commemorative event only attracted two boats, *Nalu IV* and the Andrews 53 *Persuasion*, now owned by a Filipino couple, they were treated royally at the Acapulco YC. Had the skippers and crews known what kind of weather they were going to sail into, they might not have ever left the club.

They boats expected light winds off Mexico to be followed by tradewinds that would whisk them to Honolulu. They got the light winds off Mexico, all right, but then they got hit by a series of fronts and calms. They were strong fronts, usually packing winds of 40 and even 50 knots for several days. "It was a real challenge," recalls *Nalu* crew Keith Buck.

Nalu arrived in early February, having taken 24 days to cover 3,300 miles. *Persuasion* had arrived two days earlier, but lost out on corrected time.

While the trip had been rough for *Nalu*, it was even more arduous for *Persuasion*. First they ran out of propane, then their



LATITUDE 38/RICHARD

Inquiring minds want to know. Are cruisers now required to pay 'port fees' for anchoring in Z-town Bay — as they are in Ensenada?

inverter failed, leaving them without use of their microwave. When the weather turns bad, the last thing you want day after day is BBQ tortillas slathered with peanut butter.

The crew aboard *Nalu* included Jim and Diana, long time crew Rodrigo, Keith Buck, Chris Bates and Fritz Dueming. *Nalu* has since left on the 3,300 mile leg from Honolulu to Guam, and are hoping for better weather. After that, it's 1,800 miles to Cebu and 200 miles to Manila. They hope to arrive by April 3. After Manila, the Jessies plan to cruise Japan.

— latitude 38 2/15/98

Cruise Notes:

"I believe that **Ensenada** has tired of seeing those little American flags on the back of yachts anchored in their harbor," writes Dallas-based Gary George of **Climax**. "According to the Port Captain, there is now an approximately \$6/day fee to anchor in the Ensenada harbor. For this fee you receive nothing but the privilege of using your own ground tackle. There are additional fees for coming ashore with your dinghy: \$2 per landing at Juanito's and \$10/day at Baja Naval. The closest potable water is Cristopuro six blocks into town; the

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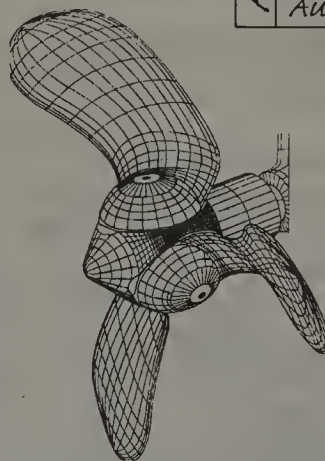
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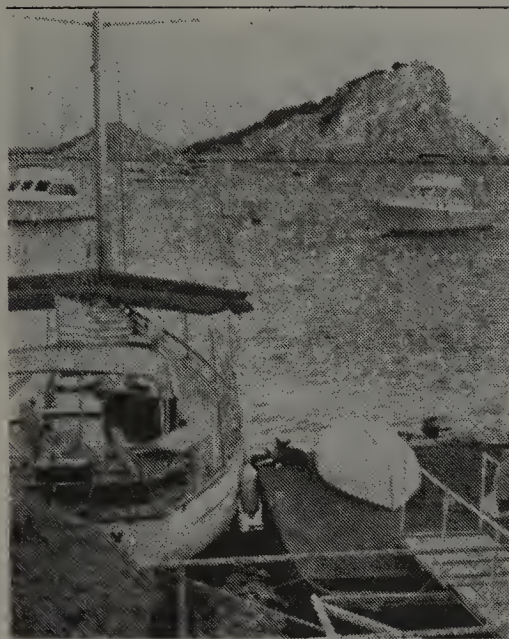
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"Ensenada has indeed come a long way with improvements on the land-based side of the waterfront, but as far as I'm concerned, they have a long way to go before I'll pay *anything* to anchor in foul waters with floating debris, almost weekly fuel spills, dirt and dust from the shipyard falling on my topsides, and noise from construction and shipbuilding until long after dark."

From what we understand, **port fees** are the latest thing south of the border, but in typical Mexican fashion, it's our understanding that the fees are only being imposed at a couple of places. In addition to Ensenada, we're told they're being assessed in Puerto Vallarta, Acapulco and Huatulco. Can we get reports from other locations?

While sailing about 20 miles offshore in the last Ha-Ha, many participants suffered annoying invasions by flying



TOM LYONS

While you can often get away with sloppy paperwork in Mexico, it doesn't mean that you always can. Keep it straight in Mazatlan.

earwigs. It was unpleasant, but worse stuff has come down from the sky. **Lydia V.**, one of the 152 boats in December's 2,750-mile ARC from the Canaries to St. Lucia, reported being rained on a brown

liquid while still hundreds of miles from the finish. After examining some of the spots on the sails and deck, the crew concluded it had to have been human waste from a leaking airliner. Making last December's light air ARC even stranger is the fact that several participants almost had **mid-ocean collisions** with rowboats. It seems that Chay Blythe's row-across-the-Atlantic event covered much of the same course.

Does anybody have anything nice to say about **Costa Rica**? Other than a few isolated havens such as Fantasy Island, we're getting lots of negative feedback.

You never know in Mexico. After **checking out of Cabo** for San Diego in December, we changed our minds and decided we'd rather sail to Mazatlan. Unfortunately, it was a Sunday and we didn't want to have to go through the whole clearing out process again. So we said the hell with it and took off for Mazatlan anyway. The Mazatlan officials knitted their eyebrows for a second, then said "no problema".

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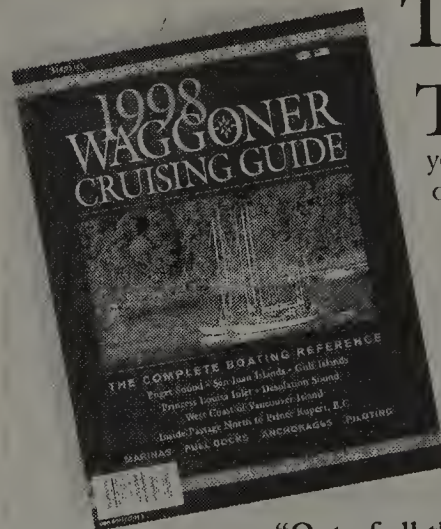
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CHANGES IN LATITUDES

Larry Silver, whose powerboat **Diver Gent** was an escort vessel in the recent Puerto Vallarta Race, wasn't so lucky. We haven't had time to read through his 22-page condemnation of what happened, but the bottom line is that he was ultimately fined \$3,700 in Mazatlan because his papers weren't right somehow. Jerry Seinfeld will be happy to know Silver paid the fine with his American Express card. The moral? You can often get away with playing a little loose with paperwork in Mexico, but it's best to always have it in order.

Want to be a **hero** to the *Changes* editor? Easy. When submitting a *Changes*, please enclose one or more clear and properly exposed head shots of you and one or more of your crew, and a couple of whatever area you're writing about. Further, don't ruin photos by writing on the back of them in ink that smears.

What's the status of the Wanderer's plan for a very loosely-structured **Ha-Ha Across The Pacific** in '99, an event that would be designed to get boats to New



LATITUDE 38/RICHARD

"Hello. Would you like to buy a few molas? Well, how about a couple of lobsters? All right then, will you at least check out our Kuna website?"

Zealand in time for the America's Cup in late '99 and Australia for the Olympics in 2000? Until the Wanderer shakes the parasite he picked up from eating too many salads while cruising Mexico in

December, he won't commit further than saying "it's a definite maybe".

Speaking of rallies, Les Crouch's San Diego-based Nelson/Marek 68 **Maverick** continues to kick butt in Jimmy Cornell's Expo '98 Around the World Race/Rally. Crouch finished first in the Capetown to St. Helena leg. The results aren't in for the recently completed leg from St. Helena to Brazil. It's always said that the leg north from Capetown is one of the sweetest in the world, and the Expo fleet won't dispute that. And after reaching St. Helena, some set chutes and didn't take them down until Brazil. Sweet, sweet, sailing. One boat even reeled in a 700 pound marlin.

We'll close **Changes** with a question: Is it still correct to think of the Cuna Indians of the 365 San Blas Islands off Panama as being primitive — now that they have their own website? Tell us what you think after checking it out at: [t p : / / a m s t e r d a m . \(- \) park.org:8888/SanBlasDeCuna](http://amsterdam.(-)park.org:8888/SanBlasDeCuna). (Delete the (-), it's only there to keep the line spacing from going wacky.)



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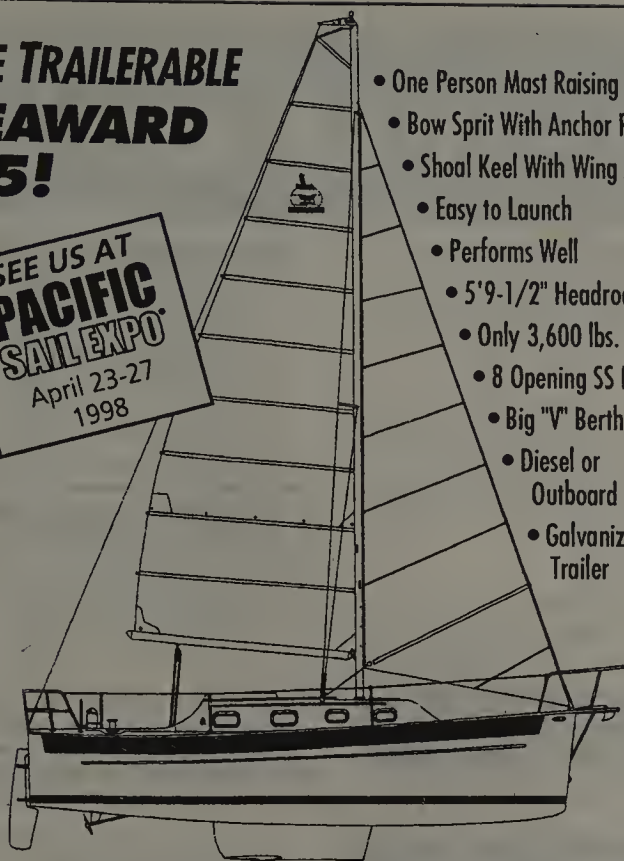


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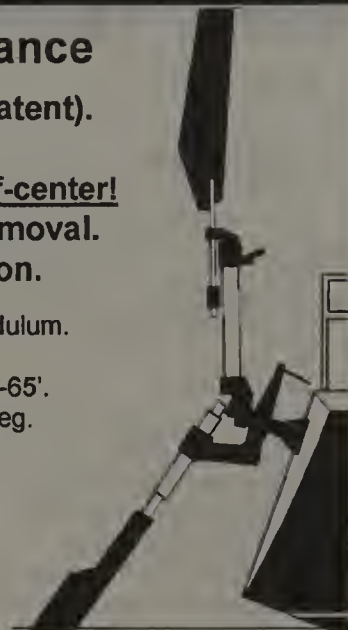
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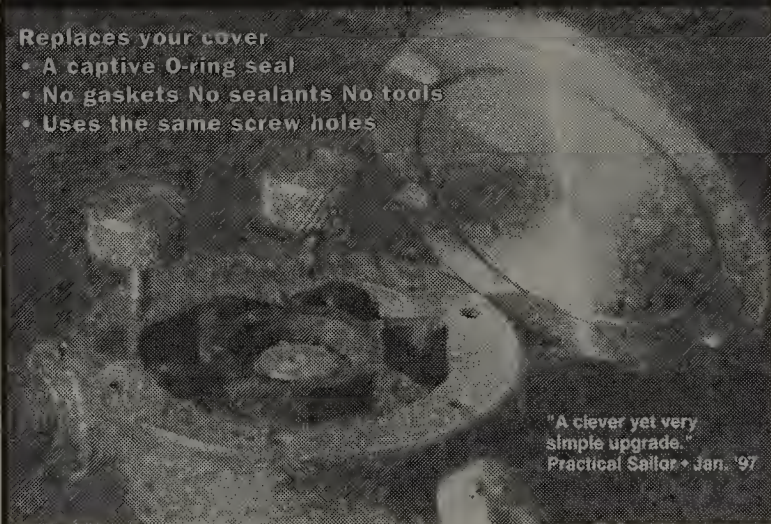


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25 TO 28 FEET

RARE FIND! 25-FT FISHER PILOTHOUSE cutter. Rerigged & upgraded in '93. Recently hauled. Sails include main, jib, staysail & spinnaker. Dinghy davits. Forced air heat throughout cabin & pilothouse. Sail warm & dry. Perfect Bay boat. \$34,500. (415) 331-0910.

ISLANDER 28, 1978. Fresh water boat, Atomic inboard, full battened main, full battened jib, spinnaker, VHF, depthfinder, knotmeter, wind speed/direction, stereo radio, Autohelm, feathering prop, 2 batteries & charger, many other extras. \$17,000. (209) 948-8081.

COLUMBIA 28, 1968. 9.9 hp Evinrude o/b electric start in well. Full complement of sails. Recent haulout & bottom paint Fall '97. Roomy interior w/ 5 berths, enclosed head, standing headroom. VHF, depthsounder. A bargain at \$4,900. Rod, (415) 927-4027.

26-FT ANDREWS, 1987. Rebuilt 1997. Great MORC or PHRF racer & local cruiser. Electronics include: VHF, GPS, CD player, charger, boat speed & wind point. Sails include: 2 mains, 3 jibs, 4 chutes, 1 staysail. New paint & interior. Dual axle trailer & 4 hp o/b. Must see. \$18,000. Please call (310) 641-8997.

MacGREGOR 25. Swing keel, main, jib, 150% genoa & dodger. 18 hp o/b 1995. VHF, CB & stereo. New rigging in '96. Boat in good shape, needs seat covers, great Bay sailer. \$2,200 obo. Mike, (707) 823-2172.

CATALINA 27, 1971. Excellent boat. Galley, bathroom with holding tank, 10 gal water tank, excellent liveaboard, 4 sails, Evinrude 9.5 outboard low hrs. Paint & surveyed in 2/97. \$8,500 obo. Call (650) 348-0266.

MacGREGOR 26. Beautiful & loaded. 8 hp Honda, custom railings & portlights, new Haynes main & cover, asymmetrical spinnaker, alcohol stove, deluxe interior. Stereo, Loran, VHF, chartplotter/sonar, cockpit cushions, pressure water & more. A clean fresh water boat & trailer. \$12,500. Call (530) 887-9355.

27-FT BAYLINER, 1975. 4 ft fixed keel, 9 hp motor. Needs work. Based at Sacto Marina. \$2,000 obo. (916) 454-5704.

MacGREGOR 26, 1994 trailerable sailboat (not the powersail), many extras; Evinrude 8 hp Yachtwin outboard, railing, canvas enclosure, Plastimo compass, cushions, surge brakes & video. 60 hrs, in fresh water, never been in salt water! \$10,500. (707) 224-4268.

25-FT O'DAY, 1978, with trailer. 3 sails, outboard motor, sleeps 6 adults, galley, head, GPS. Ready to sail. Free CA delivery. \$8,900. (909) 943-1377.

27-FT ERICSON, 1975, with SF Marina berth (Gashouse Cove). Fiberglass sloop, gas inboard, mainsail, jib, radio, manual bilge pump. Cabin sleeps 5, v-berth, separate head, folding center table, sink, 2 burner alcohol stove. Priced to sell! \$12,000 obo. (415) 386-1093.

CONTEST 27. Classic fiberglass half-tonner. Solid & fast. Mahogany, teak & holly below. 5 good sails, newly serviced outboard, documented vessel. Loran, Porta-Potti, stove. Everything you need to sail the Bay in style & speed. \$8,500. Fred, (707) 965-9165.

27-FT FIBERGLASS ALBIN VEGA in mint condition on new 5K Triad trailer. Poxfree, Volvo, new sails. Very seaworthy. Read *Log of the Mahina* by J. Neal. Tabernacle mast, dodger, offshore & interstate ready. Rolls at 75mph like an Airstream. \$16,000. (208) 232-7236.

SERIOUS BUYER FOR SAN JUAN 28. Please call (602) 491-7250.

HUNTER 26.5, 1987. New 8 hp Nissan, Tiller Pilot, 2 jibs, 2 batteries w/charger, cushions, VHF, GPS, cassette, propane grill. New halyard, teak & holly sole, custom interior, clean & dry boat. Fast & fun. Ready for Bay & Delta. \$13,800 obo or partial trade on bigger boat? Talk to me. Please call (415) 298-6242.

27-FT PACIFIC SEACRAFT ORION. A great buy for the right person. Call for a photo portfolio & detail sheet. \$29,000. (910) 793-9208.

MacGREGOR 26, 1988. Water ballast, trailers easily, fun to sail. Loaded with the right stuff. Electric start outboard, new roller furling genoa, new main, canvas. Call for spec sheet & list of additions. \$8,000 obo. (510) 827-0759.

PEARSON 27 RENEGADE, 1969. Bluewater cruiser. Atomic 4 inboard, 6 new bomb proof sails, Hassler windvane, 35 lb CQR, 2 Danforths, new sail cover. Propane stove/oven, woodburning heater, depthsounder, compass, windspeed/direction, Porta-Potti. \$6,900. (415) 339-8817.

CAL 28. Fiberglass sloop. New diesel engine, like new. Fully battened North mainsail, 3 head sails, 1 gennaker. Teak deck, 2 anchors, 2 props. Same model circumnavigated. \$9,500 obo. Please call (415) 346-1194 or voicemail: (510) 874-4708.

CATALINA 27, 1974. Great condition. 15 hp Evinrude o/b electric start with remote controls, autopilot, 90%, 110%, 180% jibs. Depth, speed, compass, VHF, stereo, new carpet & curtains, stove with oven. Haulout & bottom paint Oct. '97. \$6,800. (415) 883-5365.

CAL 25, 1970. Equipped to race. New double reef main, new 120% & 80% jib, 150% jib, spinnaker, pole & reaching strut, 9.9 Johnson electric start, anchors, boat cover, teak interior, good bottle of whiskey. Located Eureka, delivery possible. \$5,500. (707) 786-9292.



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DANA BY PACIFIC SEACRAFT, 1986. 27 ft LOA, 24 ft LOD. Top quality, excellent condition, sloop rigged full keel cruising design. 2 cyl 18 hp fresh water cooled Yanmar diesel with low engine hrs, main w/jiffy reefing, 150% genoa, jib, VHF, fathometer, knotmeter, autopilot, CQR & Danforth anchors. 2 yr old canvas & cockpit cushions, new interior cushions & upholstery, sleeps 4, teak & holly cabin sole, 8 opening ports, h/c pressure water, bottom paint 2/98. \$45,000. Located in Ventura. Call (510) 689-3879.

CATALINA 27, 1982. Clean & comfortable. 11 hp Atomic Universal diesel, 3 sails, head, compass, knotmeter, depthsounder, wind/speed indicator, roller stay furl. Alcohol stove & microwave. New rigging '93. Berkeley Marina. \$12,000. Please call (530) 626-0238.

NEWPORT 27. Dodger, roller furling, Loran, VHF, holding tank, jib 3 yr, main with Lazymate 2 yr, rebuilt Atomic 4, AP, anchor, chain & rode. Over-size rigging 8/90, bottom 9/96. Non-pressure alcohol stove. All lines lead aft. \$8,000. Please call (510) 865-6648.

CHEOY LEE OFFSHORE 27, 1967. Yanmar diesel, new Sutter main, 100% jib '96. Great Bay boat. \$12,500. (707) 937-1304.

CATALINA 27, 1976. Tall rig, outboard, upgraded running rigging, Harken traveler over main hatch, lines led aft. Recently rigged. New VHF, Porta-Potti, compass. Depth, knotmeter, safety gear. Sleeps 5. Santa Cruz sublet. \$9,000 obo. Randy, (408) 464-8056.

BALBOA 26. 9.9 hp Johnson, trailer, VHF, battery charger, shore power, rigged for Bay sailing, life jackets, lifelines, 3 way refer, galley, enclosed head with sink, remodeled interior with new upholstery, exterior speakers. \$5,500 obo or trade for? (408) 384-9601.

EXPRESS 27, FRIDAY. Includes: boat, trailer, 2 sets of racing sails, motor, radio, speedo, VHF radio, MOB gear, SailComp, Loran, boomkicker & 2 speed sheet winches. \$17,300. Call John Liebenberg (510) 443-4659 eves.

CATALINA 25, 1980. 90% & 150% jibs. 7 hp BMW diesel. Hauled 12/96. A well maintained 2nd owner boat. Fortman Marina (Alameda). \$8,000. Call Larry at (510) 938-7749.

CATALINA 250 W.B., 1995. Galvanized trailer, Standard Horizon series 50 depthsounder & speed log, charging receptacle, volt meter. Cushions, carpeting, CDI furler, EZ Lazyjacks, Sunbrella covers, coaming compartments, kick-up rudder. Pristine condition. \$19,000 obo. (360) 256-6930.

COLUMBIA 28. Clean boat with very little use. New diesel, sails & interior cushions. 3 jibs. Just hauled for bottom & zincs. All lines to cockpit. Enclosed head, tiller, propane. \$8,900. Sausalito. (415) 331-5067.

26-FT PEARSON WEEKENDER, 1978. Great Bay boat, professionally maintained. Main, jib, Honda 5 hp o/b, battery charger, VHF, cockpit compass & all USCG required equip. \$5,850 obo. Call John at (415) 332-8001.

MacGREGOR 25, 1984. Swing keel, 8 sails (3 new), mid-boom traveler, lines aft, VHF, stereo, compass, depthsounder, KM, AP, Loran, 7.5 Honda w/generator. Extending trailer, new rigging & cushions, sleeps 5, enclosed head, pop-top. Dry sailed, race ready. \$4,995. (916) 272-9380.

CAL 25. Sturdy Bay cruiser. 6 hp Johnson (purrs). Pop-top cabin, VHF, stereo, stove, Porta-Potti. Bargain at \$2,200. (510) 521-5905, eves best.

CAPE DORY 25, 1982. In Lake Tahoe since 1982. Teak interior, 3 sails, Johnson 9 hp, closed motor well, alcohol stove. Full keel, solid clean sail. \$7,500. (916) 694-2406.

CS 27, 1982. Yanmar diesel, enclosed head, holding tank, sleeps 4 comfortably, 2 sinks, alcohol stove, dual batteries, charger, shorepower, VHF, knotmeter, depthmeter, anchor, lifejackets, cockpit cushions, tiller, autopilot. \$12,000. Pager, (209) 520-7908 or (209) 551-3737.

26-FT PEARSON WEEKENDER. Main, 90% jib, 120% jib, bottom done 9/96, new larger rudder, lifelines. Great Bay boat. Sleeps 4, head, sink, stove. 7.5 Honda o/b. Large cockpit. \$5,950. Call (408) 534-1361.

YAMAHA 25. Excellent liveaboard & shorthanded cruiser with spacious interior. Mexico, Hawaii vet. Inboard Yanmar diesel, 3 jibs, spinnaker, 2 mains, VHF, CB, AM/FM, Loran, dual batteries, charger, shorepower & phone, kerosene stove, 3 anchors. \$8,000. (408) 427-2626.

NOR'SEA 27. Bristol condition. Yanmar, VHF, depth, Avon inflatable, CQR, Danforth. SCG-SSB & HAM. Propane, Groko-K, singlehanders package, ST Barents, autopilot, cruising 12v and more & more. Rock bottom price. (408) 744-0498.

27-FT ALBIN VEGA, 1977. Great equipment inventory, selfsteering, rebuilt Volvo MD6B. \$10,000 obo. (510) 928-9219.

25-FT PETERSON. Flush deck w/inboard engine. 3 sails. Sitting unused for 3 plus years. Need to sell. Berthed at San Francisco Marina, by Fort Mason. Asking \$3,000. Bruce, (415) 585-0935.

CATALINA 27, 1974. Tall rig, good condition. 2 sets of sails plus a 155% North genoa. Yamaha 9.9 o/b electric start (low hrs, runs great!), butane cook stove. Bottom cleaned bi-monthly, berthed in Richmond. Priced to move: \$4,900. Please call (707) 887-9146 or (707) 793-9441.

ISLANDER 28. Great boat. Loaded with gear & ready to go. All lines lead aft. Sails: main, 80%, 110%, 130% & spinnaker. Selftending boom. Rebuilt diesel engine. Wheel steering. Knot, depth, VHF radio. Must sell. \$14,500 obo. Please call (510) 237-1301.

NEWPORT 28, 1976. Great condition. Extra sails including spinnaker. Atomic 4, 2 burner alcohol stove, flush toilet, compass, depth flasher & VHF. Everything you need for sailing the Bay. Appraised at \$14,000. Asking \$9,000 obo. Contact (650) 962-1007.

RARE OPPORTUNITY: Monterey mooring with no waiting! Ericson 26, 1969, Johnson 9.9 in well, 3 headsails, VHF, DS, enclosed head, dinettes, full beam roomy cabin. Price reduced & very negotiable. (408) 659-8124 or (408) 625-6301.

LANCER 28, 1979. Trailerable. Tiller, dodger, Autohelm AP, battery charger, shorepower, AM/FM cass, Porta-Potti, stove, 10 hp o/b, new hal-yards, 2 headsails, swimladder, USCG flotation & flare kit. 2 Danforth anchors, VHF radio, compass. Immaculate and ready to sail. \$9,500. Please call (510) 658-5519.

CAL 2-27, 1979. Inboard diesel, new 90% jib, 130%, main, new main sail cover. Mast pulled & repainted 8/96, new bilge pump. Excellent condition. \$12,000. Call Rich at (650) 363-1390.

29 TO 31 FEET

SANTANA 30/30, 1986. Performance cruiser, fresh water boat, rod rigging, new custom trailer, new interior cushions, new stereo. Knotmeter, dual compasses, depth, windspeed. Yanmar diesel (low hrs), new VC-17 bottom. 6 ft headroom. Beautiful boat & fast! Will trade for smaller boat & will deliver. \$36,500 obo. (970) 535-9238 dys or (303) 776-5041 eves.

ISLANDER 30 MKII, 1974. Wheel, dodger/bimini, brand new Harken furling lg jib & club jib, 5 winches. Excellent cockpit cushions, rails/nets, microwave, stereo, fridge, wood interior, extras. Must sell. \$15,800 obo. (510) 486-8340, serious only.

30-FT CATALINA, 1985, PRENEZLAMER. Standard rig, 21 hp Universal diesel, Edson pedestal steering w/compass, 130% roller furling, genoa, jiffy reefing main. Lewmar selftailing winches, h/c pressure water, double galley sinks, double burner stove w/ovent. Legal head, shower, VHF, Datamarine depth & speed, battery charger, many extras. Dry storage in Alameda, CA. Owner in VA. Make offer in low 20's, must sell. Please contact (804) 758-3286 or email: alanjacobson@ATTmail.com.

HUNTER 29.5, 1994 RACER/CRUISER. 2 mains, 1 jib, 1 asymmetrical spinnaker, selftailing winches, full galley, CD stereo, knotmeter, depthsounder, VHF, roller furler, diesel, wheel. Sunbrella boom tent, new bottom job, low easy maintenance. \$50,000. Call Colin. (707) 763-5570.

OLSON 30, 1981. Hull #119, *Spirit* in Santa Cruz, white w/red & blue stripes, double spreader Ballinger mast, Ron Moore elliptical rudder, original rudder included, Nissan 5 hp (1993), Trailrite trailer (1993). Limited Santa Cruz berth possible. \$16,000. (408) 722-6909.

ESTATE SALE. 30-FT RIGGED BERMUDA sloop. Wood, built in Holland, 1961. Sails & auxiliary motor, interior iroko. Overall good condition, some repair & care needed. Berth in Emeryville. Must sell quickly, as is. \$7,000 obo. Please call (510) 849-2889.

30-FT CHEOY LEE BERMUDA KETCH, 1961. *Ventosa* lovingly restored & maintained. Pier 39. All teak. Knotmeter, DPS, VHF, 5 sails. New rig, Atomic 4, small inflatable. Everything works, looks good. Just tinker, maintain paint & varnish, go sailing. \$19,500. (415) 398-3422.

CATALINA 30, 1974. Tiller, Atomic 4, refer, stove, pressure water, stereo w/interior & exterior speakers, dodger, VHF, knot, depth, BBQ, cushions, privacy screen. New bottom paint, very good condition. \$14,900. (530) 432-0570 or lkeller@jps.net

ERICSON 29, 1981. Very clean. Universal diesel. Roller furling, Autohelm, wind, knot, depth, h/c pressure water. Battery charger, VHF, propane grill. Very roomy, 6'1" headroom w/10'6" beam. Current liveaboard. Great Bay & coastal cruiser. \$21,000. Sausalito. Contact Jack, (415) 331-1926.



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ETCHELLS 22. Tillison Pearson built, #170. Mast & sails one season old, reconditioned hull. Includes trailer. Race ready. Drastically reduced to \$7,000 obo. Must sell. Call (415) 332-4205 or (415) 332-5757.

HUNTER 30, 1990. Bluewater ready: watermaker, water/wind generator, Autohelm 4000 (and complete spare) with GPS interface, EPIRB, 3 stage regulator, full electronics, SW & WEFAX, cruising chute, dodger, awnings, 500+ item inventory, max redundancy, fully found. Add only SSB for Pacific Cup. \$60,000. (707) 869-1038.

CATALINA 30, 1980. Atomic 4, full batten main w/ battslides, Profurl, 125% & 110%, spinnaker, 4 Lewmar 2 speed winches, 2 selftailers, updated straight traveler on cabintop. Observation seats on stern rails w/padded covers, propane stove, pressure water, frig, Edson wheel, cockpit cushions, lazy jacks, aluminum spreaders, SS 4 bow. Quality bimini, new upholstery below throughout, hauled 3/97. Sound hull & rig. \$22,500. Please call (510) 516-0341 eves pager (510) 889-3120 days.

31-FT MARINER KETCH. Instant paradise w/ mooring in Puerto Escondido, Baja. Only 20 minutes from Loreto airport. Extensive work completed. Great liveaboard. Fully equipped. Too much to list. Everything goes. \$19,500. Contact Phone/fax: (802) 223-6501 for details.

CATALINA 30, 1981. Very good condition. Well maintained. Hull/blister job in '96. Roller furling jib/genoa, main, diesel, wheel, knot, log, depth, VHF, Autohelm, stove, BBQ, stereo, inflatable, more. In Vallejo. \$18,500. Contact (916) 626-8614.

HUNTER 29.5, 1996. Moored in Brookings, OR. Fast boat, fully commissioned, ready to sail. All lines to cockpit. Roller furling jib, full batten main, wheel, Yanmar diesel. Dodger, lazyjack, 2 batteries, battery charger, marine stereo w/4 speakers, VHF, GPS, 16 mile Raytheon radar, Raychart/Seataalk/C-Map, AP, wind, knot & depth. Refrig, 2 burner propane stove w/oven. Teak interior, h/c pressure water. Many other extras. \$59,500 obo. (541) 469-6812.

YANKEE 30, 1972. Now lying Puerto Vallarta, Mexico. Easy sailing to the Mexican Riviera to the south & Sea of Cortez to the North. Moored at beautiful Nuevo Vallarta Marina, very reasonable moorage. \$16,000. Call (512) 985-0436 for pictures & equipment inventory.

31-FT HUNTER, 1984. Exceptionally clean & little used, beautiful inside & out. Dodger, roller furling, autopilot, GPS, VHF, stereo, electric toilet, hot & cold pressure water, marine charger, etc. Fresh bottom. \$28,900. (707) 648-7226.

OLSON 911 SE, 1989. Fast, beautiful & comfortable 30 ft racer/cruiser, very well cared for. Yanmar 18 hp twin diesel, tiller, new bottom & keel faired 3/97, full galley, enclosed head, all safety equipment, 4 jibs, 1 main, 1 spinnaker, check stays, Navico instruments. Sail Comp, autopilot, Martec folding prop, CD/stereo, VHF, Micrologic Loran, dodger, 5/96 survey available. \$44,500. Please contact (510) 525-5881 or email: mshoemaker@didaxis.com

ERICSON 30 PLUS, 1985. Beautiful custom teak interior. Dodger, upholstery, bottom paint, survey and major interior upgrades all completed 1/98. New knot & depth, h/c pressure water, 2 mains, roller furling jib, 300 hrs on Universal M18 diesel with separator. 60 gal water, 35 gal diesel. Microwave, 2 burner alcohol stove with oven, Beautiful racer/cruiser. \$28,000. (209) 847-4206 dys or (209) 847-7265 eves.

CATALINA 30, 1980. Diesel. Current out-of-water survey. Bottom is perfect. No blisters or cracks. Standing rigging recently replaced. Well maintained, excellent condition. I bought a new boat & must sell ASAP. Asking \$22,000. (415) 431-3327.

J/29, with all the goodies. Yanmar diesel, fractional rig, new Spectra halyards & sheets, Spinlock stoppers, QuickVang. Faired hull, full inventory. Fast & immaculately maintained. Great Bay boat & excellent value. \$24,500. (510) 845-3565.

29-FT BENETEAU. Sloop rigged, handles well, nice teak interior. First 29, 1985 made in France. Well maintained. Navigators table, Loran, VHF, folding prop, midcock, galley, 2 burner stove, ice box, captains berth w/ birth, sleeps 4-6, new head. Sails: main, jib, 100% genoa, spinnaker, roller furling, twin spreaders. Volvo Penta inboard diesel, shoal draft w/twin rudders & swing keel for shallow areas. \$27,500. Boat at Coyote Point. First owner. Phone: (408) 247-2756 after 2 pm.

32 TO 35 FEET

SANTANA 35, 1979. Fully equipped for racing & cruising. Good condition. So Cal boat. \$29,500. Ray, (714) 894-1172.

33-FT APHRODITE 101. Denmark built singlehanded racer/weekender. Micron-epoxy bottom. New sail inventory & running rigging. Loaded with electronic navigation, safety gear, ground tackle. Volvo diesel. Avon 4 man liferaft. Pt Richmond, CA berth. Reduced to \$19,500. Please call (425) 290-8580 after 4 pm.

34-FT CLASSIC CRUISING CUTTER, built in Nova Scotia. Sturdy, graceful double-ender with a great interior needs a wooden boat lover capable of preserving it. Price not as important as dedication of new owner. Prime Sausalito berth. Please call (415) 457-4243.

CLASSIC WOOD (TEAK) SLOOP. 35'6" x 10' x 5', Robb design-English, Albin diesel, roller furling main (2), furling jib (2), spinnaker (1), full cover. Immaculate condition inside & out. Best of its type on Bay, many extras, an eye catcher, must see. Call (415) 435-4454.

BALTIC 35, 1986. Performance racer/cruiser. Great aft cabin. Light use, many upgrades. 85%, 95%, 150%, 135% r/f headsails. 1.5 oz chute. Teak cockpit & bridgeway. For sale at \$85,000. Call (408) 544-5757.

CAL 34-2. Diesel, radar, GPS, dodger, autopilot, Dickinson heat & cook stove, two 45 lb anchors, 150 chain, lots more. Lying in San Diego. \$23,000. (619) 224-3277.

CREALOCK 34, 1988. Excellent condition world-wide cruiser. 1995 R/F Profurl, '95 cruising sails, Garmin GPS, '96 SL Seatiger windlass w/250 ft 5/16" ACCO HT chain, '97 standing rigging w/ Stalok fittings, Force 10 cozy cabin heater, Monitor windvane, solar panel 80w, 406 EPIRB, recertified Avon 4 person liferaft, dodger & bimini, 3 anchors & much more. \$116,900. Call Jan at (808) 922-1421 or send email to: zabafrog@worldnet.att.net. No brokers please!

32-FT FIBERGLASS SLOOP. 1975 Maxi 95 by famous Swedish designer Pelle Petterson. 25 hp Volvo diesel with extensive work in 1996. Boat not used in 1997. Sleeps 6 including great little aft cabin. Well balanced, excellent sailing vessel. Sails in excellent shape. New running rigging. Numerous improvements including all new electric & plumbing. Extensive inventory. Located R.I. Owners decided sailing not for them. Anxious to sell. Asking \$19,500. Contact owner at RR 1 Box 78, Alstead, NH 03602 or (603) 835-6673.

SANTANA 35, 1979, HULL #6. Excellent condition. Many extras, fresh Yanmar, rebuilt keel, faired epoxy bottom, new interior, cushions, galley, etc. Many sails, full electronics. Hull, bottom, rigging, interior, all in exc condition. Must see. \$29,500. Motivated seller. (415) 440-6553.

WILLIAM GARDEN KETCH. 33 ft mahogany on oak, 1977. Excellent condition. 4-107 diesel, autopilot, VHF, 4 sails, alcohol stove, dinghy, Bruce anchor & 200 ft rode. Great cruiser or liveaboard. \$22,000. Please call John at (707) 778-0130 or (707) 765-1772.

ERICSON 35, 1976. Singlehanded Transpac veteran. One owner. AWI, knotlog, VHF, Avon dinghy, 4 sails, windvane, furler. Lots of upgrades: wiring, standing rigging, interior upholstery, engine rebuilt. Excellent condition. Great cruiser, liveaboard. \$28,900. (415) 927-7811.

NEW 1995/96 NONSUCH 354. Carbon fiber mast & wishbone, AP, GPS, ChartNav, inverter system, elec mainsail & windlass, anchor washdown, h/c cockpit shower, refrig, microwave, entertainment center, much more. Amazingly spacious, fast & easily singlehanded. \$159,950. (209) 941-0331.

DEHLER 34, 1985. German cruiser-racer, '97 Season Champion. Excellent sails, new mast, QuickVang, stereo, propane stove, KVH instruments, Max Prop. Berkeley Marina. \$39,000. For more information: (510) 658-6687 or max40153@aol.com

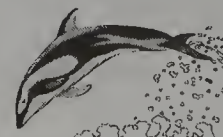
WESTSAIL 32, 1976. Ready for cruising, windvane, new Perkins, new fuel & water tanks, SSB, GPS, stereo w/CD player, remodeled interior & much more. Excellently maintained, surveyed 6/97. \$47,000. Contact Mike (800) 653-3832 (M-F daytime) or (253) 272-8460 or email: susanns9@idt.net

35-FT LOA ISLAND PACKET 32, 1991. Excellent condition, great Bay & coastal cruiser. Spacious, bright interior. Must see to appreciate. Windlass, CQR, dodger, bimini, Loran, VHF, Espar forced air heater, stereo/CD, propane stove & oven, Yanmar 27 hp, Autohelm wind, speed, depth. Cutter rig, roller furling, all lines controlled from cockpit. \$109,000. (650) 529-0902.

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NEWPORT 33, 1984. Navico 8000 underdeck AP, wind, depth, knot data. Furuno 24 mile radar w/Furuno Loran Interface. VHF, new charging system w/105 amp alt w/monitor, Smart reg, inverter, 360 amps gel, new elect sys w/upgraded panels. Alder-Barbour refig, 3 burner CNG stove w/oven, micro, h/c pres, shower, CD, stereo. Full canvas ind full cover, bimini, dodger. 5 bags incl new main & 110% on Harken furler. New carbon fiber pole, custom bow roller, much a thousands invested '90, '96, '97. No blisters! Bottom done '96 w/epox barrier. 6'2" headroom, nav station, exc interior. Great coastal family cruiser or liveaboard. If you're looking at a Catalina 30,34, stop! Bristol vessel. \$41,000. (510) 864-2800, lv msg. Located Alameda.

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HANS CHRISTIAN 38 T MKII, 1980. Autohelm AP, wind & tri-data. Radar, GPS, VHF, HAM. New charging system w/monitor, inverter. Monitor windvane, watermaker, Lectrasan, Harken main & staysail travelers. Cruising spinnaker, storm trisail. New dodger, cushions. \$96,000. Ready to go. (510) 271-8031.

38-FT CAROL WOODEN KETCH (Hanna design double ender). Perkins 4-108, excellent shape. \$25,000. (284) 495-2612 or fax: (284) 495-2013. *Serendipity*, Box 8309, Cruz Bay, US Virgin Islands 00831.

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36-FT CATALINA, 1994. 35 Universal w/100 amp alt, Freedom 20 inverter, Furuno radar 1721, Magellan GPS, Standard VHF, Autohelm 4000, windspeed, windpoint, multi, Pioneer radio/cassette, Adler-Barbour frg, full covers. Bottom paint 5/97, 33 lb Bruce +. \$85,000. (310) 379-7901.

RANGER 37, 1973. Racer/cruiser, Westerbeke diesel, optional extended rudder, Schaeffer roller furling, 16 sails, 13 winches, CNG stove, lots of extra equipment. Avon raft, recent complete survey. Good condition. A real value at \$27,000. Currently Sacramento Delta. Please contact at: (209) 536-9282.

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ISLAND PACKET 38, 1988. Excellent condition. Major refit 1995, over \$40,000 value. Windlass Autohelm 6000, Watersurvivor 8011 watermaker, dinghy davits, radar, power inverter, liferaft, EPIRB 406 Mhz. New cruising sails, auxiliary stainless steel diesel tank (50 gals), stainless steel arch w/4 solar panels, 4 solar vents, new fiberglass dodger, new bimini, etc. Located in San Carlos, Sonora, Mexico. \$159,950. No sale tax. Calleves, (530) 257-3948.

MORGAN 382, 1978. Brewer design. Immaculate, fully equipped. Interior/exterior refit incl Awlgrip topsides (white, red trim), spars painted, teak varnished, new hatches, ports. Yanmar diesel, autopilot, B&G instruments, radar. New dodger, Sunbrella covers. Harken furling. Gennaker. Washdowns. \$73,000. (650) 851-3729.

38-FT FARALLONE CLIPPER #2, MISTRESS, is for sale. The classic Bay boat. Incomparable history. Comes complete w/8 sails, an extra engine, too much else to list. Recent extensive refit. Check her out at <http://home.pacbell.net/ericm>, then contact me at ericm@pacbell.net or call (650) 355-7883.

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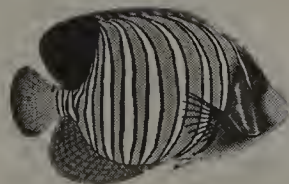
BENETEAU/MOORINGS 432, 1989. Great boat & charter income today! This 3 stateroom/3 head bluewater boat has been well cared for & is currently in charter at a local sailing school for daysailing & offshore cruising. Rebuilt Perkins diesel. Recent sails, dodger, 2 anchors, windlass, refrig, stove/oven, depthsounder, knotmeter, VHF, stereo w/cockpit speakers, complete galley & more! \$97,500. (510) 838-8467 or schmidtL@ix.netcom.com

41-FT VAN DE STADT, 1980. Fiberglass hull & deck cutter rigged sloop. 30 hp Faryman diesel, less than 500 hrs. Well equipped, strong, fast, clean & well maintained. 5 sails, spinnaker & fully battened main. \$39,000. (408) 266-0486 or sfkamen@aol.com or http://members.aol.com/sfkamen

44-FT MORGAN SLOOP, 1990. Excellent condition, only 330 hrs on 44 hp Yanmar diesel, center cockpit, roller furling, dodger, bimini, windlass, radar, much more! Great cruising/liveaboard vessel lying Sausalito. \$162,500. On the Web at http://www.blackpoint.com/morg44.html or contact (415) 331-6740.

EXPLORER 44 SLOOP, 1978. New Bombay Trading Co. Aft cockpit, roller furling, Perkins 408, shoal draft, radar, VHF, CB, depthsounder. New head. Good condition. Change of plan to smaller boat. \$60,000. (510) 644-1217.

50-FT STEEL CANOE STERN, soft chine, cutter. Aluminum deckhouse & cockpit. Launched in '96. GM471 power w/27' feathering prop, Westerbeke, Heart inverter/charger, 9 ft whaler & much more. She needs someone who's dream is long range cruising to complete the interior & fit her out. Replacement value of the hull is well over \$100,000, last survey \$60,000, asking \$55,000. I'll consider any offer. (510) 522-4009 or ATALITWO@aol



51 FEET & OVER

TAYANA55 CUTTER, commissioned 1987. Popular 4 cabin layout. Efficient, spacious. Sleeps 10. Loaded & ready for world cruising. Rigged for singlehanded. \$290,000. Phone: (520) 760-2809 or fax: (520) 760-2856.

ALDEN SCHOONER, 64' X 15' X 9', 1985. US doc Coast wise, cold molded, 15.5 tons lead ballast, 120 hp Perkins diesel, no rig. In dry storage, never launched. Offers or ideas to finish & charter. Box 6767, San Diego, CA. 92166.

BENFORD DESIGNED & BUILT (58'X17'X9') high volume traditional Ferro schooner, 1972. Flush deck, solid fir masts, deckhouse, bulkheads, basic interior, transom portlights. Epoxy coating, foam insulated, Ford diesel, hydraulic steering, large inventory, mooring. Exceptional opportunity. Located WA. state. \$50,000. (510) 791-0650.

HUDSON FORCE FIFTY KETCH (51 ft LOD, 60 ft LOA). World cruiser/liveaboard. Pilothouse, all furling, 3 staterooms, double salon, heavy glass hull & decks. Watermaker, generator, SSB, radar, inverter, cold plates, etc. Many extra sails, upgrades & spares. Some trades (property or boat) or financing considered. Sausalito berth. Motivated. (415) 331-5251.

SKOOKUM KETCH 53, 1977/97 UPDATED. Draft 6'8", beam 15'6", full keel, Volvo MD42A, cruising 7.5 knots, fuel 500 gal, water 400 gal, range 2,000 miles at 1.7 gal per hr. Northern Lights generator 6.5 kw ('84), sails 1,260 sq ft (exc condition). Construction: thick handlaid fiberglass hull. Ballast 16,000 lbs. Accommodations: 4 staterooms, sleeps 8, 2 heads (1 w/separate shower). Midship salon w/raised settee, Dickinson parlor stove, bar/freezer (18 cu ft), love seat, stain glass cabinetry. Equipment: (general) Wagner hydraulic steering station 2 Wagner Mark 1V autopilot (dual station) & remote. Thompson hydraulic anchor winch, 380 ft 1/2 in chain, Morse controls system 6 man liferaft, built by Skookum Marine. Designed by Ed Monk Sr for heavy weather sailing. Mint cond, 1 owner. US documented, hull survey '96. \$198,500 principals only. Call John, (360) 466-4292.

52-FT LOD COLVIN STEEL SCHOONER. Junk rig, excellent condition. Loaded with cruising gear. Ready for bluewater cruising. See in San Carlos Mexico. Currently cruising Baja. Bargain at \$89,900 firm. Message, (541) 689-8210.

FARR 58. Center cockpit masthead sloop. Fast, fun, liveaboard, medium displ cruiser. Cored FG by Dencho, custom interior. Launched 9/85. Complete LP paint 9/97. Exc condition, ready for another world cruise. Aft stateroom w/queen size bed, enclosed head & dedicated shower. Forward double w/head. Raised main cabin w/dinette & great visibility. Lovely galley w/large freezer &

refrig. Volvo diesel 85/105 hp, Genset, watermaker, electric windlass, AP, electric Barent winches, B&G 290 instruments, radar, GPS. Furling headsail, all halyards in cockpit. Located Ft Lauderdale. \$385,000. Dick Deaver. (760) 775-8868.

58-FT EDSON SCHOCK CLASSIC CUTTER. Originally built 1935 Long Beach for actor Dana Andrews. Extensively restored to new in '91. Worldwide, only one. She's beautiful, fast, strong & rich in history. Her sleek, eye catching lines made her a successful race & boat show winner. Full electronics & nav equipped. Her 13 ft beam, 7'6" draft, 20 tons make her a seaworthy world cruiser. Charter/liveaboard ready. Rich mahogany interior & brightwork. Sleeps 7+ in her 3 private double berths. 2 heads w/showers, large galley, all extras. Meticulously maintained. In Alameda, by owner. Illness forces dramatic reduction to \$489,999 make offer. (510) 522-8231. Must sell.

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WOODEN BOAT ENTHUSIASTS: 1946 Nielsen designed 36 ft full keel ketch, massively built, Perkins 4-107 diesel w/low hrs. Boat has suffered no upgrades, design changes or shabby repairs. Stable, safe sailer, easy to balance & singlehand. Beautiful lines. \$19,500. Gary, (415) 398-4274.

58-FT SPAULDING PH CUTTER. Built in 1956 of mahogany over oak with bronze fasteners. Rebuilt '94, new teak decks '97, 85 hp Perkins, beautiful lines, raised salon deckhouse. A rare opportunity to own a young wood classic. Asking \$98,000. (619) 306-6416.

29-FT MONTEREY FISHBOAT, 1923. Builder Castagnol. Divorce sale. Call (510) 864-9440.

54-FT ALDEN CLASSIC CUTTER, BUILT 1930. Yo Ho Ho, once the golden girl of the Pacific. Needs restoration, has newer sails. Rebuilt mast. Cherry interior woodwork. \$20,000. Please call (415) 331-7678.

24-FT GAFF CUTTER, ADELAIDE. Fantail stern, built in 1880's. Many time Master Mariner winner. 3 spinnakers, 7 sails, new rudder & gudgeons. Beautiful, fast boat. \$5,000 obo. (415) 332-7501.

MULTIHULLS

CORSAIR F27, 1989. Trailer, 6 sails, Yamaha 9.9 4-stroke, VHF, autopilot, pop-top cover, solar panel, propane stove, Sony AM/FM CD stereo, depthsounder, windspeed indicator, compass, KVH fluxgate compass, knotmeter. \$46,000. Please contact Mike, (800) 653-3832 (M-F) or (253) 272-8460 or email: susanns9@idt.net

HOBIE 16. Boat & all gear in good condition. Tramp is 2 yrs old, sails multi-color. Galv trailer with new toy box. Ready to go sailing. \$1,100 firm. Neil, (650) 368-0261 home.

CORSAIR F-31, 1995. Aft cockpit, like new, roller furling jib & genoa, main, spinnaker & sock, autopilot, VHF, windspeed & depth instruments, lifelines. Paratech sea anchor, bimini, new inflatable with 3.5 hp o/b, gas BBQ, color TV, anchors, many extras. \$95,000. (916) 989-5640 or STARKCONST@AOL.COM

37'6" CATAMARAN. Fast, cruise ready. Double SS sink, 2 heads, sleeps 6-8. All sails, 2 elec start o/b's, Avon with o/b & more. Richmond, CA. \$89,000 obo. (707) 664-1065.

F-9A, 31-FT, 1995. Enlarged cockpit, aft cabin, tall rig, big roach Kevlar main, jib, screecher on 8 ft bow pole with furling & asym spinnaker. Also Dacron main, jib. Best of equip. VHF, DS, GPS, compass, 2 burner stove, 30 gal water, 9.9 Yamaha. Best offer. (011) 52-1125-0759, Mexico.

25-FT X 17-FT RACER/CRUISER aluminum cross tube trimaran. \$3,000. 40 ft Piver, fixer-upper. \$1,000. Olds 455 & jet drive. \$1,200. Aluminum mast & keel. \$500. Pillar Point mooring. \$2,000. Please call (415) 255-0957 or (650) 593-1218 or (916) 777-6641.

WANTED: CATAMARAN CRUISING sailboat. 30-40 ft fiberglass, aluminum or steel with family size liveaboard cruiser potential. Partially completed project boat may be considered. Have cash. Phone: (360) 468-3984 or email: evar@rockisland.com

F-27 TRIMARAN, HULL #104. New nets & standing rigging, head, solar panel, autopilot, double water tanks, epoxied hull, trailer, many extras. Set up for cruising. Well maintained. Documented. Call Randy at (408) 353-2242 or <randall@alink.net> for details.

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BAYLINER 2455 CIERRA SUNBRIDGE. 235 hp OMC. All white, red trim. Depthfinder, radio. Immaculate. \$15,900. Bayliner 1850 Capri Bowrider, 1992 model with 4.3L Mercruiser with trailer. \$8,990. Immaculate. In Fresno. (209) 434-5736.

27-FT CONCORD, 1972. Two large V8. Good condition, good for fishing. Goes with desirable SF Marina berth. Call (650) 366-5343.

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CHRIS CRAFT 35, 1958. Twin Ford 302's. Looks & runs great. New paint & varnish. Liveaboard or Bay/Delta cruiser. Survey available. \$12,500 obo. Info phone: (415) 453-1083.

39-FT PACEMAKER TRI-CABIN CRUISER, 1966. 11/97 survey states fair condition, value \$37,500. Needs some work. Call Joyce at Alameda County Sheriff Office, (510) 268-7324.

HAWKINS, 16X33, 1978. Custom floating home, new shake roof, 2 decks fore & aft, pot belly stove, all built ins. Galley, head w/shower, great R & R on Dutch Slough in Delta. \$24,950. Photos & info. (415) 456-7312.

41-FT SINGLE SCREW TRAWLER, 1979. Builder: ChungHwa, Taiwan. Ford Lehman 6 cyl diesel, not running. Construction fiberglass, teak decks over fiberglass, topsides & bottom fiberglass. Needs major work. Great layout for liveaboard. \$27,000 obo. (415) 924-8983.

PARTNERSHIPS

OFFSHORE 27. 50% or more share of sailing time, \$150 per month. New 18 hp Volvo diesel, fine sails, depthsounder, etc. A lovely boat for Bay & Delta. Folie a deux? Experience counts. Located Richmond Yacht Club. Please contact: (707) 763-2275.

RANGER 29. Alameda berth, 1/2 ownership, well equipped with spinnaker, hydraulic backstay. All lines led aft, new rigging, Oct '97 haulout. Strong Atomic 4 gas engine. Recent survey, beautifully maintained interior, new upholstery. \$5,500. Call (510) 337-3251 msg.

ENSENADA 21. Like to tinker? Fun boat, looks good, sails well, needs occasional TLC. I have no time for sailing or upkeep but don't want to sell. \$65 per month covers all with unlimited use. Brisbane Marina. Kurt, (415) 467-8801.

37-FT PHILIP RHODES SLOOP. Documented vessel. 50% equity partnership. Good sail inventory, Yanmar diesel, propane stove, CG approved holding tank, wheel steering. Winner Master Mariners Race. Cedar on oak. \$8,000. Sausalito berth. (707) 645-8099.

SANTANA 22. Santa Cruz lower harbor. Easy to sail. All lines led aft. 3 jibs, new outboard. Well maintained. 1/4 non-equity partnership. 2 week-end days & 7 days/month use. \$100/month. Experienced sailor only. Claude, (408) 438-0266.

KNARR 30 ONE DESIGN CLASSIC. Sole owner seeks 2 or 3 partners. Total refurbishing just completed. S.F. Marina Green berth #430 (east basin). 1/4 equity \$2,000. Great class racing or just social sail. Call Whitt, (415) 383-8561.

MONTEREY BAY AT HALF THE PRICE. 1/2 ownership of 1969 Ericson 26 on mooring in Monterey harbor (\$150/yr). 3 headsails, Johnson 9.9, enclosed head, dinette, VHF, DS. Price reduced and very negotiable. (408) 659-8124 or (408) 625-6301.

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TRADE SMALL STORAGE UNIT BUSINESS in rural N.E. Washington on residence approved lot on bay for 35 ft + full keel cruiser. Prefer cutter or sloop, glass hull. Write Dan, Box 587, Southbeach, OR or call (541) 270-5342.

POWER FOR SAIL. 1977 Tollycraft FB 26 ft, 255 Mercruiser with low hrs, full Delta canvas, well equipped, excellent condition. \$22,500. Will consider trade up/down for good cruising sailboat 27-32 ft. (415) 440-6724.

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WANT CHARTS OF CHILE, ARGENTINA, Antarctic Peninsula, South Shetland and Falklands. Pilot books also. Please fax *High Seas* at fax number: (707) 648-1826.

WE'RE OUTTA HERE! NEED 45 LB CQR, safety netting, EPIRB 406, kids safety harnesses (2), safety leathers (4), drogue (72" diameter), 125 amp alternator, 3 phase regulator, inverter/charger (pref. Freedom 10), battery monitor (pref e-meler), watermaker (pref Village Marine, Sea Recovery). (520) 779-1378.

WANT TRAILER TO RENT. I own an Olson 25 and want to bring it to Tahoe in the Spring. Call Ralph, (650) 591-6043. Possible purchase if necessary.

SERIOUS BUYER WANTS an Islander Freeport 41 or comparable roomy, center cockpit sailboat in good to bristol condition. I will pay \$50,000 to \$100,000 cash. As private party you will supply a genuine bargain. Motivated. Please call Jeff at (415) 331-1574.

OUTBOARD, LONGSHAFT, 4-10 HP. Any make, running. Call Kevan, (415) 552-3148.

ROOM, APARTMENT, LIVEABOARD WANTED. My husband & 'home' are sailing back to New Zealand (I can't go because of business commitments). I'm 31, adventurous, easy-going & not home much. Phone Kate at (415) 434-1120.

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DIESEL FUEL FILTERS. 2 Racor turbine series 500FGSS2 diesel filter/water separators. Used but excellent condition. 2 Racor spin-on series 220R diesel filter/water separators. Never used. \$75 each. (510) 531-8400.

SUPER BUY. NEW ORIGO STOVE, model 2500E. Alcohol & electric one burner with wood cutting board. Flushmount. Never used, manual included. Retail \$537, will sell for \$330. Please call (510) 376-7961.

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DIESEL OUTBOARD, YANMAR 27 HP, 1994. Very low engine hrs (less than 10 hrs), longshaft, electric hydraulic lift, controls, separate 25 gal fuel tank, separate starter battery & wiring, many extras. Asking \$7,000 obo. Contact Brad Simmons, (619) 452-9124, San Diego, CA.

UNFINISHED STEEL ROBERTS 434D HULL with deck & pilothouse complete. Minor steel work remains. 5,000 lb lead ballast installed. \$5,500. Volvo Penta TAM31P 150 hp. New, uninstalled. Comes with HS1 2.62:1 reduction gear, instrument panel with 17 ft harness & 2 yr factory warranty. \$10,500. Drivesaver model 504, new, \$150. ABI flush locking interior hatch handles, new, \$12 each. Complete Bruce Roberts 370E pilothouse sailboat plans, \$125. (408) 776-0549.

150% GENOA FOR CATALINA 27, tall rig. Hardly used, excellent shape. Built by Leading Edge, San Mateo. \$250 obo. (707) 795-7409.

UNIVERSAL DIESEL ENGINE for sale. In good condition. 3 cylinder, model 5418. Asking \$2,000 or cash & trade for 8 ft inflatable. Pager number: (415) 256-0314.

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NEW SPINNAKER, 30' X 15'4", .75 oz, Sally, \$395. #23 chrome winches at \$49. El Toro, FG hull, traditional varnished wood mast, boom, rail & rudder. \$595. Contact (510) 527-0303 or bkthomas@doxy.nusd.marin.k12.ca.us

FIBERGLASS EL TORO, \$600. Achilles doughnut dinghy, like new, \$400. Monitor clone vane, \$300. Modular cold plate refrigeration, \$300. Grundig Yacht Boy 400, \$100. Motorola Traxar GPS, \$100. Farnet roller furling, \$75. Folding bike, \$40. Handheld VHF, \$75. Chris, (408) 423-4076.

CHAIN AND/OR ANCHOR. Each used 2 times. 300 feet of 5/16" high test chain, \$700 (I will not sell pieces). Bruce 33 lb anchor, \$240. Please call (510) 865-8026.

MERCURY-FORCE 9.9 SHORT SHAFT outboard. Very low hours. Powerful & compact with tiller extension & bracket for remote cables. Recent tune-up, water pump. \$750. Two Enkee #26 winches. Perfect condition. Suitable for headsail lines for 30 ft boat. \$500 pair. (650) 359-9005.

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ASSORTED BOATS FOR SALE. Laser, \$1,000 incl trailer. Chris Craft 35, 1957. \$1,800 + 1 mo. free laydays. Seaswirl Tempo 17, 1987. \$5,200 incl trailer. Columbia Sabre 32, 1965. \$4,895 incl new standing rigging. Thunderbird Power 19. \$650 incl trailer. All boats are located at Berkeley Marine Center, #1 Spinnaker Way, Berkeley. Phone: (510) 843-8195.

CLUBS / MEMBERSHIPS

SAIL-SERVICE-SOCIALIZE. San Francisco Bay Oceanic Crew Group invites skippers, crew & apprentices to join one of SF Bay's most active sailing groups. Participate in service, skill-improvement sails & fun sails. For more information call (415) 979-4866.

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CLUB NAUTIQUE UNLIMITED COUPLE membership. \$3,400. Save over \$1,000. Outstanding sailing instruction, seminars including full certification & social events all included. ASA sailing school of the year. Modern fleet berthed in Alameda & Sausalito. Includes membership in Ballena Bay YC. (408) 257-4325.

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CHRISTIAN BOATERS: worship on the Bay will be held at 11:00 on the second & third Sundays in Clipper Cove at Treasure Island. For more info call (510) 521-8191.

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BASIC BOATING & SEAMANSHIP COURSES. Conducted by US Coast Guard Auxiliary. March 17th thru May 5th, 7:30 - 9:30pm, Tuesdays & Thursdays, Yerba Buena Island (between SF & Oakland). \$30 includes texts. For more info please call, (415) 399-3411.

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LAKE TAHOE JUNIOR SAILING/RACING program. A 501 (c) (3) non-profit club needs your racing boat (any size, J/24 etc). You get IRS tax deduction, we teach kids to sail & race. For more info please call Glenn at (916) 577-4028.

DONATE YOUR BOAT, CAR, RV. Your donation means help to homeless children & families living on or near the Sacramento River & Delta waters. Tax deductible. Beacon Of Light, a unique boating outreach serving those in need. A non-profit organization. Call 1-888-285-3787. Thank you.

BERTHS & SLIPS

WANTED: 35-FT TO 40-FT BERTH in San Francisco Marina. I have 30 ft slip at GHC but purchased larger boat. Need partner with slip or will exchange slips & compensate accordingly for added value, etc. Please leave message for Bob, (415) 661-9432.

50-FT X 18-FT SLIP FOR SALE. Pier 39, San Francisco. Please call for details: (415) 474-3425.

CREW

SOUTH PACIFIC. Male, 39, with Ericson 32 leaving Hawaii May '98, looking for female crew. For complete info package please call (808) 264-0525 or write: Andy Kurtz, Box 7317, Lahaina, HI 96761.

LIKE TO MEET FEMALE, 40'S, attractive, for sailing & companionship. Enjoy sailboat chartering & cruising, scuba, snorkeling, hiking, etc. Considering extended cruising. Divorced male, professional, attractive, 6'1", 175 lbs, fit, 55. Let's exchange letter & photo. Joe, P.O. Box 894, Saratoga, CA 95071.

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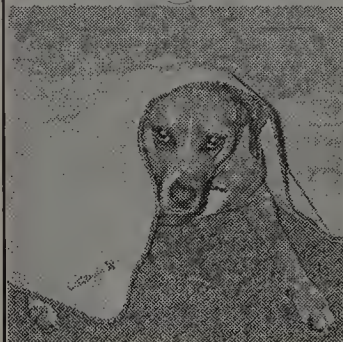
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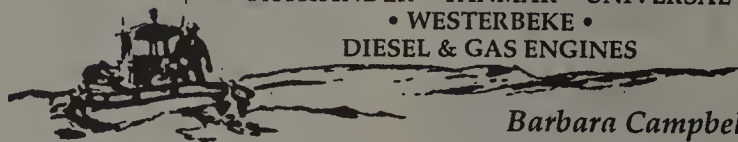
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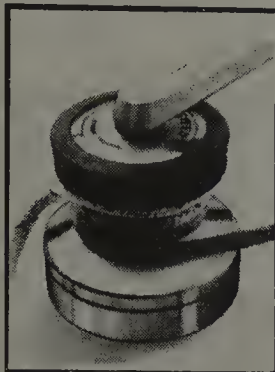
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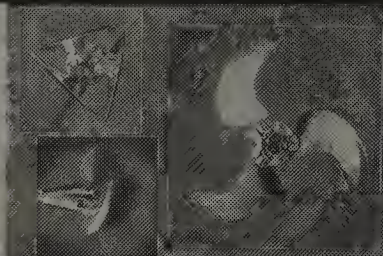
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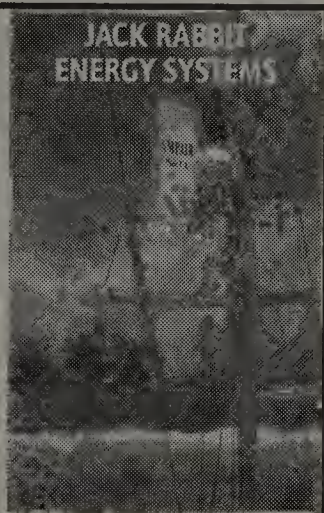
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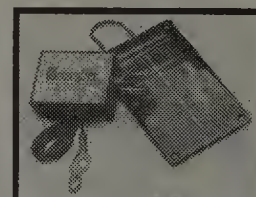
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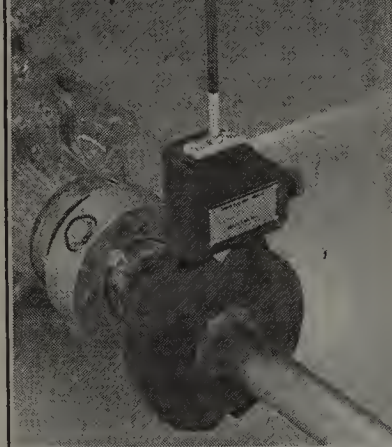
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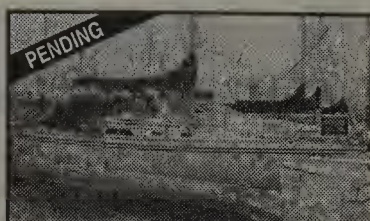
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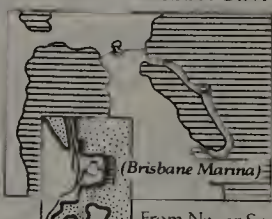
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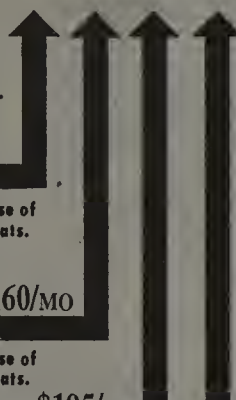
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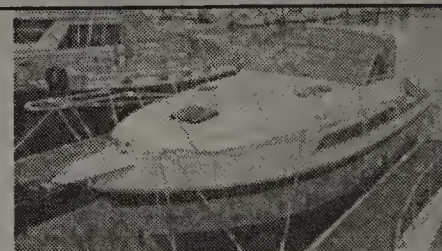


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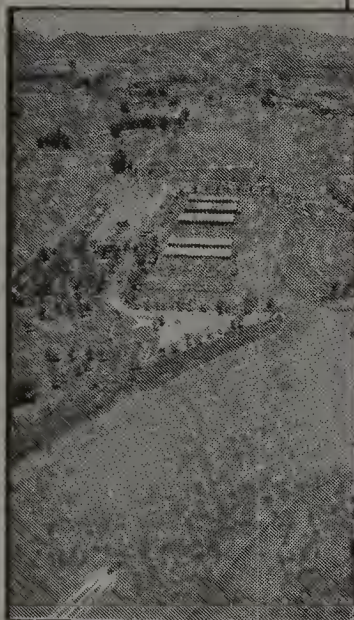
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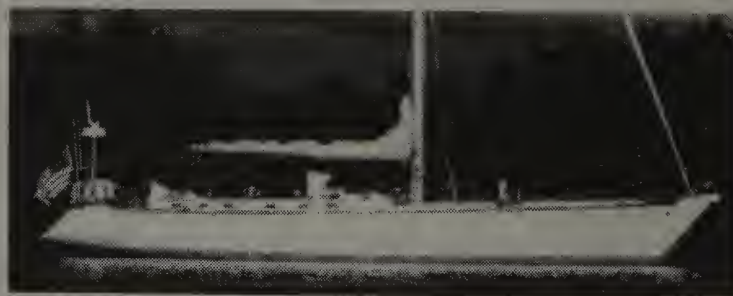


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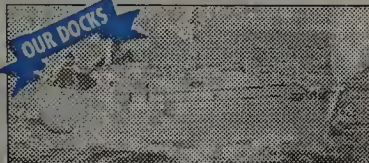
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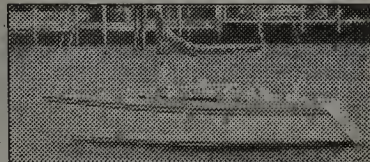


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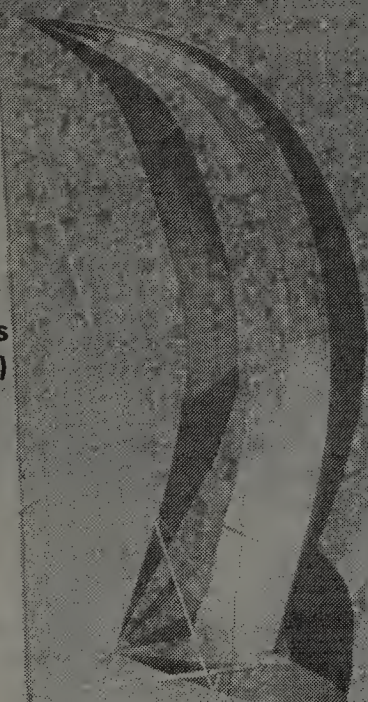


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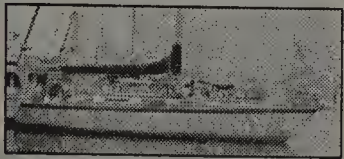
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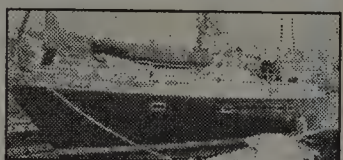
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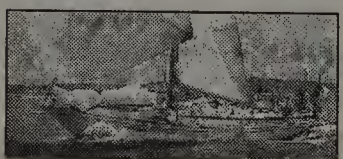
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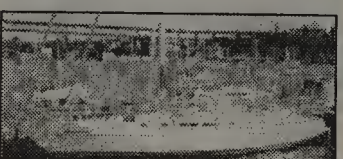
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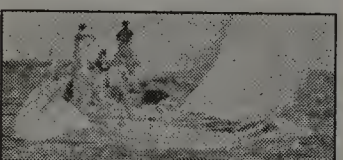
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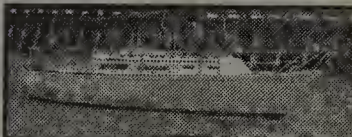
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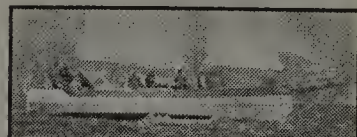
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37' TARTAN, '82, diesel engine & in great condition	\$69,500
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34' CATALINA, '89, diesel, RF, good condition, lots of room	\$49,950
33' INT'L ONE DESIGN, '61, beautiful & tradiitonal. Great on Bay	\$16,450
33' FARR, '84, auxilairy sloop, 18 hp dsl, 10 sails, new paint	\$34,900
32' LANCER, '77, dsl engine, RF headsail, very clean	\$27,500
32' BENETEAU 32 R/C, '84, original owner, very clean, exc. sail invent.	\$38,750
31' DUFOUR, '75, exceptionally clean, Volvo diesel & more	\$26,900
31' SOUTHERN CROSS, '82, very nice offshore double-ender, Airex core	\$47,500
30' LANCER, '84, diesel and three bags of sails	\$21,565
29' CAL, '74, lots of sails, lines led to cockpit	\$12,900
28' ISLANDER, '77, epoxy bottom, new rig + LPU, new North sails	\$18,950
28' LANCER, lots of gear, clean	NEW
27' CATALINA, '74, inboard engine, main w/2 reef points, very clean	\$9,400
26' CATALINA CAPRI, '92, dsl engine, 3 sails + Dutchman system	\$26,950

26' BALBOA, '72, very clean Bay & coastal cruiser	\$10,500
25' YANKEE DOLPHIN, '68, 2'10" draft, board up, classic/Weatherly	\$7,500
24' FLICKA, '82, new O/B, lots of upgrades and a trailer too	\$22,500
POWER	
45' PILOTHOUSE TRAWLER, '79, twin Volvo turbo diesels	\$149,000
42' TROJAN FLYBRIDGE MY, '69	\$69,500
40' REGAL EXPRESS, '94, twin 454s, Kenwood CD sound sys., +	\$165,000
37' BAYLINER, '69	\$110,000
36' UNIFLITE, '75, double cabin, air, generator, full canvas	\$52,000
32' REGAL 322, '95, twin 7.4 Mags, air, 5 kw gen., TV, VCR, CD, +	\$94,900
31' UNIFLITE, '71, twin Chryslers, good condition, comig 7/10	\$24,500
31' CHRIS CRAFT, '61, twin GM V-8, full Delta canvas & more	\$11,500
28' BAYLINER 2850, '89, King Cobra 460, radar, video depth & more	\$28,500
27' REGAL COMMODORE, '93, Volvo 300 hp duoprop, air and heat	\$39,900
27' REGAL 272, '95, Volvo 7.4L, Duoprop, inverter, Delta canvas, +	\$47,900
27' REGAL EXPRESS, '95, Fuel efficient and fast, depth & speed	\$39,900
27' CHRIS CROWN, 252, '92, single 285 hp Cobra I/O	\$37,500
26' SEA RAY SUNDANCE 268, '87, twin 4.3 V-8 Mercury, Delta canv	\$26,900
24' BAYLINER 2455, '89, single OMC inboard/outdrive - 85 hours	\$14,900
23' REGAL CLASSIC, '95, single Volvo Penta, with trailer, full canvas	\$29,950

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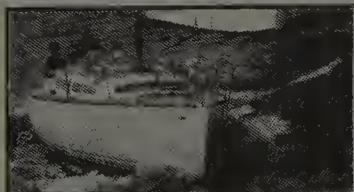
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50' Santa Cruz, USCG lic.	\$165,000
30' Melges, inboard dsl, race ...	\$84,000

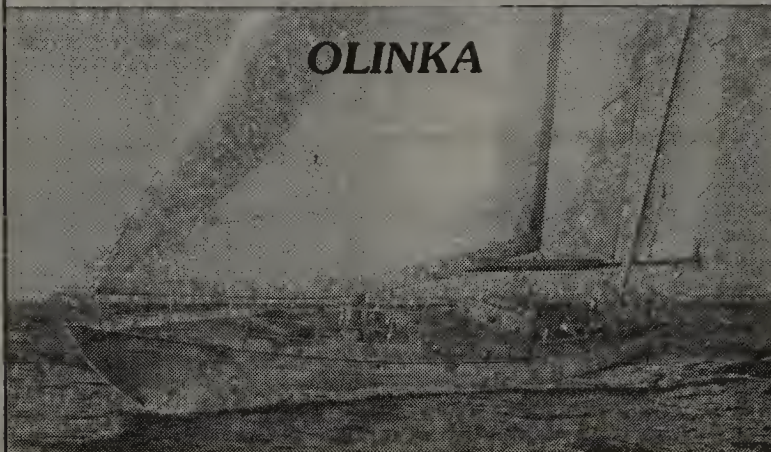
40' Olson, 3 stateroom	\$79,000
47' Ketch, Garden Porpoise	\$59,500
40' Bill Lee ULDB	\$49,000
33' Contessa, race or cruise	\$40,000
39' 30 Square Meter, unique	\$27,000
33' Hobie, good sails/equip	\$25,000
27' Santa Cruz, w/trailer	\$10,000

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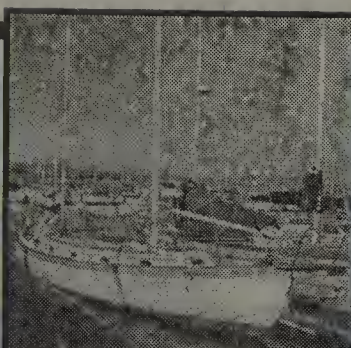
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37' IRWIN, '80. Great liveboard. Autopilot; radar on leveling mount. Great liveboard and cruiser.

Reduced to \$59,000.



MORGAN 38, 1979. Great cruising boat. Excellent sail inventory. Autopilot. Yanmar diesel.

Asking \$69,000.



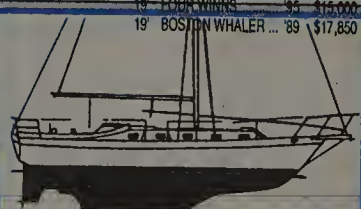
ISLANDER 36, 1975. \$10,000 in recent improvements. Perkins 4-108. New to market.

Asking \$41,500.

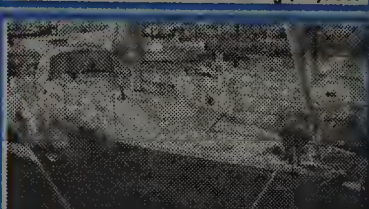


30' HUNTER, 1993/29' HUNTER, 1996. Both exceptionally nice boats.

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CATALINA 36, 1983. Complete dodger and enclosure. Electric windlass. Roller furling. ST winches. Autopilot. 2 separate staterooms. Asking \$55,000.

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60' SCHOONER	'95	\$385,000	36' COLUMBIA	'70	\$23,000	28' NEWPORT		\$9,999
60' OCEAN	'81	\$375,000	35' SANTANA	'79	\$29,500	27' CATALINA		\$11,500
51' PASSPORT	'84	\$275,000	35' NIAGARA	'81	\$67,000	LOD BUILDER	YR	PRICE
50' CAMPER NICOLSON	'67	\$62,000	35' ERICSON	'72	\$31,000	27' MORGAN	'71	\$13,777
50' FORCE	'73	\$129,000	35' WARRIOR	'74	\$36,000	27' NORSEA	'90	\$49,900
48' MAPLE LEAF S. Cal.	'72	\$133,000	34' SABRE	'86	\$69,500	26' HAIDA	'69	\$11,950
48' CELESTIAL	'85	\$139,900	34' ERICSON	WA '89	\$69,000			
45' COLUMBIA	'72	\$59,950	34' C&C	'80	\$41,000			
44' HARDIN	'77	\$119,000	34' CATALINA	S. Cal. '90	\$69,500			
43' YOUNG SUN	FL '78	\$129,000	34' HUNTER	'86	\$39,800			
42' GARDEN	'67	\$75,000	33' HUNTER	'79	\$23,900			
41' C&C	'84	\$115,000	33' TARTAN TEN	'79	\$19,500			
41' MORGAN		\$61,500	33' BRISTOL	'69	\$26,500			
39' WESTSAIL		\$115,000	33' GURNEY HUISMAN	'68	\$35,000			
38' TAHITI		\$22,500	33' PETERSON		\$35,000			
38' CATALINA	'79	\$38,000	33' CHEOY LEE clipper	'75	\$35,000			
38' MORGAN	'79	\$69,000	32' WESTSAIL	'74	\$45,900			
37' ESPRIT	'78	\$84,000	32' CONTESSA	'81	\$29,900			
37' ENDEAVOUR	'79	\$55,000	32' ERICSON	'70	\$18,999			
37' IRWIN CC	'80	\$59,000	30' HUNTER	'93	\$60,000			
37' HUNTER	'82	\$45,900	30' BABA	'83	\$59,000			
37' HUNTER LEGEND	'88	Inquire	30' CAPE DORY MS	'87	\$89,000			
36' CHEOY LEE	'71	\$35,000	30' RAWSON	'65	\$26,500			
36' CHEOY LEE clipper ketch		\$25,000	30' PEARSON	'80	\$15,900			
36' ISLANDER	'80	\$58,000	30' ISLANDER BAHAMA		\$28,500			
36' ISLANDER	'77	\$38,000	29.5' HUNTER, loaded	'96	\$64,000			
36' S2 11 METER	'85	\$62,000	29' CAL	'70	\$13,000			

POWER

49' HYUNDAI	'88	\$210,000
42' HATTERAS	'80	\$155,900
42' MATTHEWS	'56	\$55,000
42' CHRIS CRAFT	'69	\$60,000
36' CROWN CUSTOM	'80	\$48,500
34' SEA RAY	'85	\$32,000
33' CARVER	'76	\$42,000
33' SEA RAY	'97	\$154,900
31' TUNG HWA Trawler	'81	\$45,000
30' TOLLYCRAFT	'72	\$26,000
28' FIBREFORM	'79	\$14,000
28' BAYLINER	'84	\$26,500
27' REGAL	'93	\$53,000
27' SEA RAY	'88	\$38,000
270/290 SEA RAY	'90	\$42,900
24' FOUR WINNS	'88	\$17,000
24' SEA RAY	'86	\$13,500
24' BAYLINER	'88	\$19,500
22' BAYLINER	'93	\$15,000
19' FOUR WINNS	'85	\$15,000
19' BOSTON WHALER	'89	\$17,850

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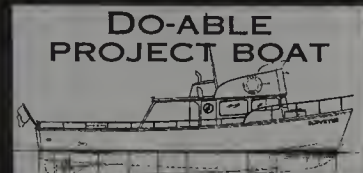


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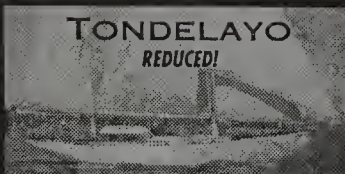
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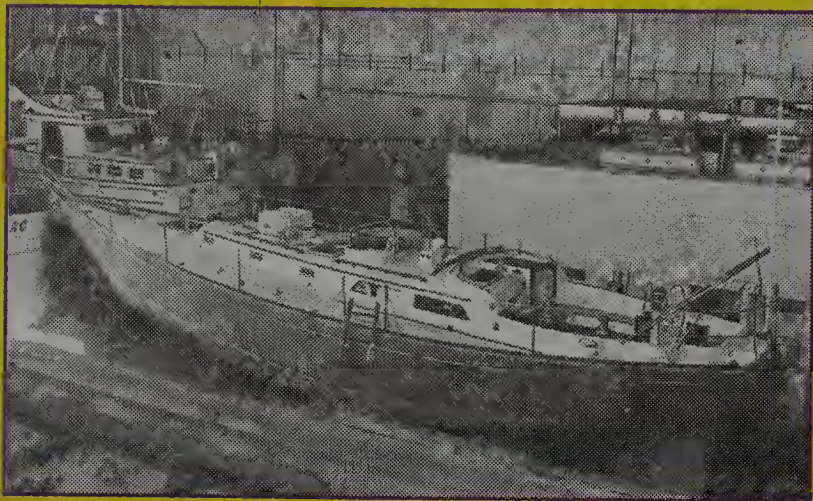
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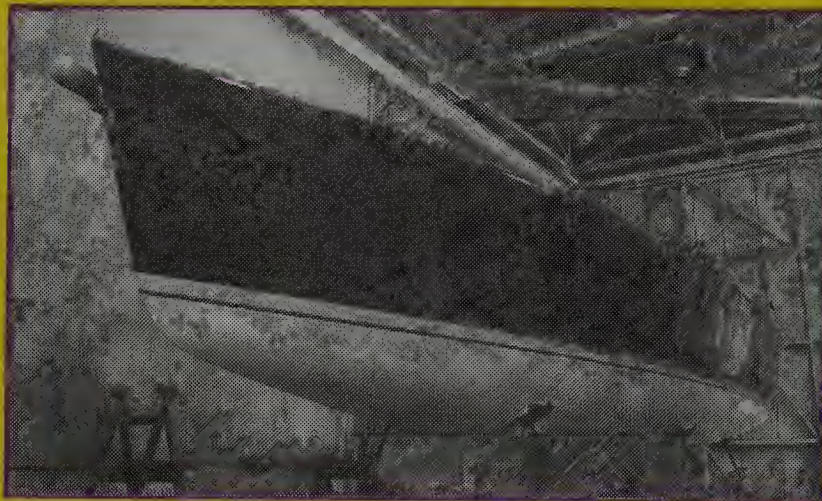
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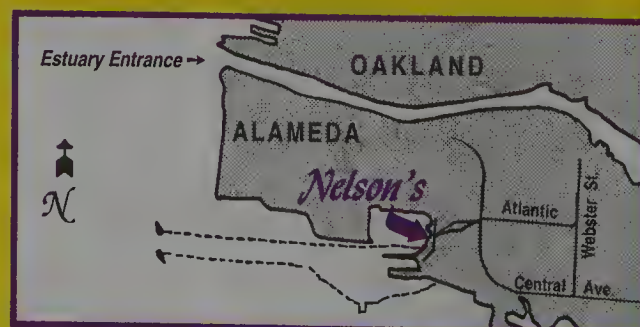
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